NOTES TO THE UNAUDITED INTERIM FINANCIAL REPORT

1 Basis of Preparation

This interim financial report is unaudited but has been reviewed by KPMG in accordance with Hong Kong Standard on Review Engagements 2410, *Review of Interim Financial Information Performed by the Independent Auditor of the Entity*, issued by the Hong Kong Institute of Certified Public Accountants ("HKICPA"). KPMG's independent review report to the Board of Directors is set out on page 72. In addition, this interim financial report has been reviewed by the Company's Audit Committee.

This interim financial report has been prepared in accordance with the applicable disclosure provisions of the Rules Governing the Listing of Securities on The Stock Exchange of Hong Kong Limited, including compliance with Hong Kong Accounting Standard ("HKAS") 34, *Interim Financial Reporting*, issued by the HKICPA.

The preparation of an interim financial report in conformity with HKAS 34 requires management to make judgements, estimates and assumptions that affect the application of policies and reported amounts of assets, liabilities, income and expenses on a year-to-date basis. Actual results may differ from these estimates.

This interim financial report contains the condensed consolidated accounts and selected explanatory notes, which include an explanation of events and transactions that are significant to an understanding of the changes in financial position and performance of the Company and its subsidiaries (collectively referred to as the "Group") and the Group's interest in associates and joint ventures since the issuance of the 2020 annual accounts. The condensed consolidated interim accounts and notes thereto do not include all of the information required for a complete set of accounts prepared in accordance with Hong Kong Financial Reporting Standards ("HKFRSs").

The financial information relating to the financial year ended 31 December 2020 included in this interim financial report as comparative information does not constitute the Company's statutory annual consolidated accounts for that financial year but is derived from those accounts. Further information relating to these statutory accounts required to be disclosed in accordance with section 436 of the Hong Kong Companies Ordinance (Cap. 622) is as follows:

- The Company has delivered the accounts for the year ended 31 December 2020 to the Registrar of Companies in accordance with section 662(3) of, and Part 3 of Schedule 6 to, the Companies Ordinance.
- The Company's auditor has reported on those accounts. The auditor's report was unqualified; did not include a reference to any matters to which the auditor drew attention by way of emphasis without qualifying its report; and did not contain a statement under section 406(2), 407(2) or (3) of the Companies Ordinance.

The HKICPA has issued a number of amendments to HKFRSs that are first effective for the current accounting period of the Group. None of these developments have had a material effect on how the Group's results and financial position for the current or prior periods have been prepared or presented in this interim financial report. The Group has not applied any new standard or interpretation that is not yet effective for the current accounting period.

The accounting policies adopted for the preparation of this interim financial report are the same as those adopted in the preparation of the 2020 annual accounts.

2 Revenue and Expenses relating to Mainland of China and International Subsidiaries

Revenue and expenses relating to Mainland of China and international subsidiaries comprise:

	Six months ended 30 June 2021		Six months ended 30 June 2020	
in HK$ million	Revenue	Expenses	Revenue	Expenses
Melbourne Train	**6,259**	**5,960**	5,055	4,959
Sydney Metro North West	**327**	**294**	298	354
Sydney Metro City & Southwest	**746**	**742**	979	979
MTR Nordic	**2,669**	**2,648**	2,257	2,245
TfL Rail/Elizabeth Line	**1,170**	**1,096**	1,123	985
Shenzhen Metro Line 4 ("SZL4")	**396**	**340**	220	224
Others	**483**	**391**	533	410
	12,050	**11,471**	10,465	10,156
Property development in Mainland of China	**32**	**25**	–	4
Total Mainland of China and international subsidiaries	**12,082**	**11,496**	10,465	10,160

3 Segmental Information

The Group's businesses consist of (i) recurrent businesses (comprising Hong Kong transport operations, Hong Kong station commercial businesses, Hong Kong property rental and management businesses, Mainland of China and international railway, property rental and management businesses and other businesses) and (ii) property development businesses (together with recurrent businesses referred to as underlying businesses).

The Group manages its businesses by the various business executive committees. In a manner consistent with the way in which information is reported internally to the Group's most senior executive management for the purposes of resource allocation and performance assessment, the Group has identified the following reportable segments:

(i) Hong Kong transport operations: The provision of passenger operation and related services on the domestic mass transit railway system in Hong Kong, the Airport Express serving both the Hong Kong International Airport and the AsiaWorld-Expo at Chek Lap Kok, cross-boundary railway connection with the Mainland of China at Lo Wu and Lok Ma Chau, the Guangzhou-Shenzhen-Hong Kong Express Rail Link (Hong Kong Section) ("High Speed Rail"), light rail and bus feeder with railway system in the north-west New Territories and intercity railway transport with certain cities in the Mainland of China.

(ii) Hong Kong station commercial businesses: Commercial activities including the letting of advertising, retail and car parking spaces at railway stations, the provision of telecommunication and bandwidth services in railway premises and other commercial activities within the Hong Kong transport operations network.

(iii) Hong Kong property rental and management businesses: The letting of retail, office and car parking spaces and the provision of estate management services in Hong Kong.

(iv) Hong Kong property development: Property development activities at locations near the railway systems in Hong Kong.

(v) Mainland of China and international railway, property rental and management businesses: The construction, operation and maintenance of mass transit railway systems including station commercial activities outside of Hong Kong and the letting of retail spaces and provision of estate management services in the Mainland of China.

(vi) Mainland of China property development: Property development activities in the Mainland of China.

(vii) Other businesses: Businesses not directly relating to transport operations or properties such as Ngong Ping 360, which comprises cable car operation in Tung Chung and related businesses at the Ngong Ping Theme Village, railway consultancy business and the provision of project management services to the Government of the Hong Kong Special Administrative Region (the "HKSAR Government").

The results of the reportable segments and reconciliation to the corresponding consolidated totals in the accounts are shown below:

	Hong Kong Transport Services				Mainland of China and International Affiliates				
in HK$ million	Hong Kong transport operations	Hong Kong station commercial businesses	Hong Kong property rental and management businesses	Hong Kong property development	Mainland of China and international railway, property rental and management businesses	Mainland of China property development	Other businesses	Un-allocated amount	Total
Six months ended 30 June 2021									
Revenue from contracts with customers within the scope of HKFRS 15	**6,004**	**699**	**119**	**–**	**11,870**	**32**	**222**	**–**	**18,946**
– Recognised at a point in time	**5,544**	**18**	**–**	**–**	**1,082**	**32**	**53**	**–**	**6,729**
– Recognised over time	**460**	**681**	**119**	**–**	**10,788**	**–**	**169**	**–**	**12,217**
Revenue from other sources	**–**	**797**	**2,392**	**–**	**180**	**–**	**2**	**–**	**3,371**
Total revenue	**6,004**	**1,496**	**2,511**	**–**	**12,050**	**32**	**224**	**–**	**22,317**
Operating expenses	**(5,753)**	**(220)**	**(433)**	**–**	**(11,471)**	**(25)**	**(315)**	**–**	**(18,217)**
Project study and business development expenses	**–**	**–**	**–**	**–**	**(122)**	**–**	**–**	**(47)**	**(169)**
Operating profit/(loss) before Hong Kong property development, depreciation, amortisation and variable annual payment	**251**	**1,276**	**2,078**	**–**	**457**	**7**	**(91)**	**(47)**	**3,931**
Profit on Hong Kong property development	**–**	**–**	**–**	**3,733**	**–**	**–**	**–**	**–**	**3,733**
Operating profit/(loss) before depreciation, amortisation and variable annual payment	**251**	**1,276**	**2,078**	**3,733**	**457**	**7**	**(91)**	**(47)**	**7,664**
Depreciation and amortisation	**(2,362)**	**(95)**	**(10)**	**–**	**(134)**	**–**	**(34)**	**–**	**(2,635)**
Variable annual payment	**(174)**	**(36)**	**(1)**	**–**	**–**	**–**	**–**	**–**	**(211)**
Share of profit of associates and joint ventures	**–**	**–**	**–**	**–**	**430**	**–**	**100**	**–**	**530**
(Loss)/profit before interest, finance charges and taxation	**(2,285)**	**1,145**	**2,067**	**3,733**	**753**	**7**	**(25)**	**(47)**	**5,348**
Interest and finance charges	**–**	**–**	**–**	**–**	**(33)**	**37**	**–**	**(449)**	**(445)**
Investment property revaluation loss	**–**	**–**	**(1,195)**	**–**	**(191)**	**–**	**–**	**–**	**(1,386)**
Income tax	**–**	**–**	**–**	**(615)**	**(45)**	**(15)**	**–**	**(60)**	**(735)**
(Loss)/profit for the six months ended 30 June 2021	**(2,285)**	**1,145**	**872**	**3,118**	**484**	**29**	**(25)**	**(556)**	**2,782**

3 Segmental Information *(continued)*

	Hong Kong Transport Services				Mainland of China and International Affiliates				
in HK$ million	Hong Kong transport operations	Hong Kong station commercial businesses	Hong Kong property rental and management businesses	Hong Kong property development	Mainland of China and international railway, property rental and management businesses	Mainland of China property development	Other businesses	Un-allocated amount	Total
Six months ended 30 June 2020									
Revenue from contracts with customers within the scope of HKFRS 15	6,234	634	151	–	10,403	–	502	–	17,924
– Recognised at a point in time	5,738	17	–	–	385	–	34	–	6,174
– Recognised over time	496	617	151	–	10,018	–	468	–	11,750
Revenue from other sources	–	1,175	2,431	–	62	–	–	–	3,668
Total revenue	6,234	1,809	2,582	–	10,465	–	502	–	21,592
Operating expenses	(6,128)	(260)	(379)	–	(10,156)	(4)	(564)	–	(17,491)
Project study and business development expenses	–	–	–	–	(53)	–	–	(51)	(104)
Operating profit/(loss) before Hong Kong property development, depreciation, amortisation and variable annual payment	106	1,549	2,203	–	256	(4)	(62)	(51)	3,997
Profit on Hong Kong property development	–	–	–	6,168	–	–	–	–	6,168
Operating profit/(loss) before depreciation, amortisation and variable annual payment	106	1,549	2,203	6,168	256	(4)	(62)	(51)	10,165
Depreciation and amortisation	(2,344)	(101)	(8)	–	(127)	–	(33)	–	(2,613)
Variable annual payment	(341)	(114)	(2)	–	–	–	–	–	(457)
Share of profit of associates and joint ventures	–	–	–	–	115	–	102	–	217
(Loss)/profit before interest, finance charges and taxation	(2,579)	1,334	2,193	6,168	244	(4)	7	(51)	7,312
Interest and finance charges	–	–	–	–	(42)	38	–	(495)	(499)
Investment property revaluation loss	–	–	(5,900)	–	(67)	–	–	–	(5,967)
Income tax	–	–	–	(997)	(37)	(5)	–	(118)	(1,157)
(Loss)/profit for the six months ended 30 June 2020	(2,579)	1,334	(3,707)	5,171	98	29	7	(664)	(311)

The following table sets out information about the geographical location of the Group's revenue from external customers. The geographical location of customers is based on the location at which the services were provided or goods were delivered.

in HK$ million	**Six months ended 30 June 2021**	Six months ended 30 June 2020
Hong Kong SAR (place of domicile)	**10,193**	11,100
Australia	**7,332**	6,332
Mainland of China and Macao SAR	**948**	775
Sweden	**2,669**	2,257
United Kingdom	**1,175**	1,128
	12,124	10,492
	22,317	21,592

4 Profit on Hong Kong Property Development

Profit on Hong Kong property development comprises:

in HK$ million	**Six months ended 30 June 2021**	Six months ended 30 June 2020
Share of surplus, income and interest in unsold properties from property development	**3,635**	6,171
Income from recognition of properties held for investment purpose	**79**	–
Agency fee and other income from West Rail property development	**29**	14
Overheads and miscellaneous studies	**(10)**	(17)
	3,733	6,168

5 Interest and Finance Charges

Interest and finance charges comprise:

in HK$ million	Six months ended 30 June 2021		Six months ended 30 June 2020	
Interest expenses in respect of:				
– Bank loans, overdrafts and capital market instruments	**464**		530	
– Obligations under service concession	**346**		348	
– Lease liabilities	**26**		27	
– Others	**12**		12	
Finance charges	**25**		32	
Exchange gain	**(105)**		(95)	
		768		854
Utilisation of government subsidy for Shenzhen Metro Line 4 operation		**(28)**		(30)
Derivative financial instruments:				
– Fair value hedges	**2**		4	
– Cash flow hedges:				
– transferred from hedging reserve to interest expenses	**(5)**		(14)	
– transferred from hedging reserve to offset exchange gain	**106**		93	
– transferred from hedging reserve upon discontinuation of hedge accounting	**(93)**		–	
– Hedge of net investments:				
– ineffective portion	**–**		(1)	
– Derivatives not adopted hedge accounting	**(6)**		8	
		4		90
Interest expenses capitalised		**(161)**		(189)
		583		725
Interest income in respect of:				
– Deposits with banks	**(110)**		(132)	
– Others	**(28)**		(94)	
		(138)		(226)
		445		499

6 Share of Profit of Associates and Joint Ventures

Share of profit of associates and joint ventures comprises:

in HK$ million	Six months ended 30 June 2021	Six months ended 30 June 2020
Share of profit before taxation	**786**	311
Share of income tax expenses	**(256)**	(94)
	530	217

In May 2021, First MTR South Western Trains Limited, an associate of the Company which the Company holds a 30% shareholding and FirstGroup plc in the United Kingdom holds a 70% shareholding, entered into a National Rail Contract ("NRC") with the Department for Transport ("DfT") of the United Kingdom following the end of the Emergency Recovery Measures Agreement. The NRC commenced on 30 May 2021 and will have a primary two-year term to the end of May 2023, with an option to be extended by up to two further years at the DfT's discretion.

7 Income Tax

Income tax in the consolidated profit and loss account represents:

in HK$ million	Six months ended 30 June 2021	Six months ended 30 June 2020
Current tax		
– Hong Kong Profits Tax	**677**	1,200
– Tax outside Hong Kong	**89**	94
	766	1,294
Deferred tax		
– Origination and reversal of temporary differences on:		
– tax losses	**(9)**	(32)
– depreciation allowances in excess of related depreciation	**(3)**	(35)
– revaluation of properties	**(25)**	–
– provisions and others	**6**	(70)
	(31)	(137)
	735	1,157

Except for the Company which is a qualifying corporation under the two-tiered Profits Tax rate regime in Hong Kong, the provision for Hong Kong Profits Tax for the six months ended 30 June 2021 is calculated at 16.5% (2020: 16.5%) on the estimated assessable profits for the period after deducting accumulated tax losses brought forward, if any. Under the two-tiered Profits Tax rate regime, the Company's first HK$2 million of assessable profits are taxed at 8.25% and the remaining assessable profits are taxed at 16.5%. The provision for Hong Kong Profits Tax for the Company was calculated on the same basis as 2020.

Current taxes for subsidiaries outside Hong Kong are charged at the appropriate current rates of taxation ruling in the relevant tax jurisdictions.

Provision for deferred tax on temporary differences arising in Hong Kong is calculated at the Hong Kong Profits Tax rate at 16.5% (2020: 16.5%), while that arising outside Hong Kong is calculated at the appropriate current rates of taxation ruling in the relevant tax jurisdictions.

Details of the tax reserve certificates in respect of Hong Kong Profits Tax purchased by the Company are set out in note 17 to this interim financial report.

8 Dividends

Ordinary dividends paid and proposed to shareholders of the Company comprise:

in HK$ million	Six months ended 30 June 2021	Six months ended 30 June 2020
Ordinary dividends attributable to the period		
– Interim ordinary dividend declared after the end of the reporting period of HK$0.25 (2020: HK$0.25) per share	**1,546**	1,545
Ordinary dividends attributable to the previous year		
– Final ordinary dividend of HK$0.98 (2020: HK$0.98 per share attributable to year 2019) per share approved and payable/paid during the period	**6,060**	6,036

The interim ordinary dividend declared after the end of the reporting period has not been recognised as a liability at the end of the reporting period.

The Company has recognised 2020 final ordinary dividend payable of HK$4,541 million to the Financial Secretary Incorporated (the "FSI") of the HKSAR Government and HK$1,519 million to other shareholders in the amounts due to related parties (note 18) and creditors, other payables and provisions (note 19) respectively in the consolidated statement of financial position as at 30 June 2021.

9 Earnings/(Loss) Per Share

A Basic Earnings/(Loss) Per Share

The calculation of basic earnings/(loss) per share is based on the profit attributable to shareholders for the six months ended 30 June 2021 of HK$2,673 million (2020: loss of HK$334 million) and the weighted average number of ordinary shares in issue less shares held for Executive Share Incentive Scheme, which is calculated as follows:

	Six months ended 30 June 2021	Six months ended 30 June 2020
Issued ordinary shares at 1 January	**6,180,927,873**	6,157,948,911
Effect of share options exercised	**1,104,433**	821,528
Less: Shares held for Executive Share Incentive Scheme	**(5,178,777)**	(5,541,611)
Weighted average number of ordinary shares less shares held for Executive Share Incentive Scheme at 30 June	**6,176,853,529**	6,153,228,828

9 Earnings/(Loss) Per Share *(continued)*

B Diluted Earnings/(Loss) Per Share

The calculation of diluted earnings/(loss) per share is based on the profit attributable to shareholders for the six months ended 30 June 2021 of HK$2,673 million (2020: loss of HK$334 million) and the weighted average number of ordinary shares in issue less shares held for Executive Share Incentive Scheme after adjusting for the dilutive effect of the Company's share option scheme and Executive Share Incentive Scheme, which is calculated as follows:

	Six months ended 30 June 2021	Six months ended 30 June 2020
Weighted average number of ordinary shares less shares held for Executive Share Incentive Scheme at 30 June	**6,176,853,529**	6,153,228,828
Effect of dilutive potential shares under the share option scheme	**441,314**	–
Effect of shares awarded under Executive Share Incentive Scheme	**5,301,334**	–
Weighted average number of shares (diluted) at 30 June	**6,182,596,177**	6,153,228,828

For the six months ended 30 June 2020, the effect of the Group's share option scheme (1,275,714 shares) and Executive Share Incentive Scheme (5,790,973 shares) are anti-dilutive since they would result in a decrease in the loss per share.

C Both basic and diluted earnings per share would have been HK$0.66 (2020: HK$0.92) if the calculation is based on profit attributable to shareholders of the Company arising from underlying businesses of HK$4,059 million (2020: HK$5,633 million).

10 Other Comprehensive Loss

A Tax effects relating to each component of other comprehensive loss of the Group are shown below:

	Six months ended 30 June 2021			Six months ended 30 June 2020		
in HK$ million	Before-tax amount	Tax (expenses)/ credit	Net-of-tax amount	Before-tax amount	Tax credit	Net-of-tax amount
Exchange differences on translation of:						
– Financial statements of subsidiaries, associates and joint ventures outside Hong Kong	**38**	**–**	**38**	(268)	–	(268)
– Non-controlling interests	**23**	**–**	**23**	(20)	–	(20)
	61	**–**	**61**	(288)	–	(288)
Gain/(loss) on revaluation of self-occupied land and buildings (note 11B)	**67**	**(11)**	**56**	(197)	33	(164)
Cash flow hedges: net movement in hedging reserve (note 10B)	**(156)**	**26**	**(130)**	(9)	1	(8)
Other comprehensive loss	**(28)**	**15**	**(13)**	(494)	34	(460)

B The components of other comprehensive loss of the Group relating to cash flow hedges are as follows:

in HK$ million	**Six months ended 30 June 2021**	Six months ended 30 June 2020
Cash flow hedges:		
Effective portion of changes in fair value of hedging instruments recognised during the period	**(164)**	(92)
Amounts transferred to profit or loss:		
– Interest and finance charges (note 5)	**8**	79
– Other expenses	**–**	4
Deferred tax on the above items	**26**	1
	(130)	(8)

11 Investment Properties and Other Property, Plant and Equipment

A Investment Properties

Investment properties of the Group in Hong Kong and Mainland of China were revalued at the reporting date by Colliers International (Hong Kong) Limited and Cushman & Wakefield Limited respectively. The valuations are based on the income capitalisation approach. Under this approach, the market value is derived from the capitalisation of the rental revenue to be received under existing tenancies and the estimated full market rental value to be received upon expiry of the existing tenancies with reference to the market rental levels prevailing as at the date of valuation by an appropriate single market yield rate.

Based on the valuations, the Group recognised the net decrease in fair value of HK$1,386 million for the six months ended 30 June 2021 (2020: HK$5,967 million) under investment property revaluation in the consolidated profit and loss account. Investment properties are revalued semi-annually and future market condition changes may result in further gains or losses to be recognised through profit and loss account in subsequent periods.

B Other Property, Plant and Equipment

(i) Acquisitions of Owned Assets

During the six months ended 30 June 2021, the Group acquired or commissioned assets (other than right-of-use assets) at a total cost of HK$1,547 million (2020: HK$1,577 million).

(ii) Valuation

All of the Group's self-occupied land and buildings are held in Hong Kong and carried at fair value. All self-occupied land and buildings were revalued by using primarily the direct comparison approach assuming sale of properties in their existing state with vacant possession at the reporting date by Colliers International (Hong Kong) Limited. The valuation resulted in a revaluation gain of HK$67 million (2020: loss of HK$197 million), which, net of deferred tax expenses of HK$11 million (2020: deferred tax credit of HK$33 million), has been recognised in other comprehensive loss and accumulated in the fixed assets revaluation reserve account (note 10A).

C Right-of-use Assets

During the six months ended 30 June 2021, additions to right-of-use assets were HK$183 million (2020: HK$3,337 million). This amount primarily related to additions of leasehold investment properties of HK$168 million (2020: HK$3,286 million).

12 Service Concession Assets

During the six months ended 30 June 2021, the Group incurred HK$865 million (2020: HK$795 million) of expenditure for the replacement and upgrade of the Kowloon-Canton Railway Corporation ("KCRC") system ("Additional Concession Property") under the service concession arrangement in the Rail Merger, HK$31 million (2020: HK$26 million) and HK$18 million (2020: HK$1 million) of expenditure for the replacement and upgrade of the concession property of the High Speed Rail ("Additional Concession Property (High Speed Rail)") and the Tuen Ma Line ("Additional Concession Property (Tuen Ma Line)"), respectively, under the supplemental service concession arrangements with KCRC, and HK$14 million (2020: HK$10 million) of expenditure for asset additions in respect of SZL4.

SZL4 forms part of the Shenzhen Metro, which is operated by a wholly-owned subsidiary, MTR Corporation (Shenzhen) Limited ("MTRSZ"). There has been no increase in fare since MTRSZ started operating the line in 2010. In July 2020, the Shenzhen Municipal Government has publicised a fare adjustment framework for Shenzhen Metro network which has taken effect on 1 January 2021. The framework sets out the mechanism of fare setting and the procedures of fare adjustment. Based on progress of the fare adjustment made to date, no impairment loss is recognised at 30 June 2021. If a suitable fare adjustment mechanism is not put in place, the long-term financial viability of SZL4 is expected to be impacted.

13 Railway Construction Projects under Entrustment by the HKSAR Government

A Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link ("High Speed Rail" or "HSR") Project

(a) HSR Preliminary Entrustment Agreement

On 24 November 2008, the HKSAR Government and the Company entered into an entrustment agreement for the design of and site investigation and procurement activities in relation to the HSR (the **"HSR Preliminary Entrustment Agreement"**). Pursuant to the HSR Preliminary Entrustment Agreement, the HKSAR Government is obligated to pay the Company the Company's in-house design costs and certain on-costs, preliminary costs and staff costs.

13 Railway Construction Projects under Entrustment by the HKSAR Government *(continued)*

A Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link ("High Speed Rail" or "HSR") Project *(continued)*

(b) HSR Entrustment Agreement

In 2009, the HKSAR Government decided that the Company should be asked to proceed with the construction, testing and commissioning of the HSR on the understanding that the Company would subsequently be invited to undertake the operation of the HSR under the service concession approach. On 26 January 2010, the HKSAR Government and the Company entered into another entrustment agreement for the construction, and commissioning of the HSR (the **"HSR Entrustment Agreement"**). Pursuant to the HSR Entrustment Agreement, the Company is responsible for carrying out or procuring the carrying out of the agreed activities for the planning, design, construction, testing and commissioning of the HSR and the HKSAR Government, as owner of HSR, is responsible for bearing and financing the full amount of the total cost of such activities (the **"Entrustment Cost"**) and for paying to the Company a fee in accordance with an agreed payment schedule (the **"HSR Project Management Fee"**) (subsequent amendments to these arrangements are described below). As of 30 June 2021, the Company had received full payment of the HSR Project Management Fee from the HKSAR Government.

The HKSAR Government has the right to claim against the Company if the Company breaches the HSR Entrustment Agreement (including, if the Company breaches the warranties it gave in respect of its project management services) and, under the HSR Entrustment Agreement, to be indemnified by the Company in relation to losses suffered by the HKSAR Government as a result of any negligence of the Company in performing its obligations under the HSR Entrustment Agreement or any breach of the HSR Entrustment Agreement by the Company. Under the HSR Entrustment Agreement, the Company's total aggregate liability to the HKSAR Government arising out of or in connection with the HSR Preliminary Entrustment Agreement and the HSR Entrustment Agreement (other than for death or personal injury) is subject to a cap equal to the HSR Project Management Fee and any other fees that the Company receives under the HSR Entrustment Agreement and certain fees received by the Company under the HSR Preliminary Entrustment Agreement (the **"Liability Cap"**). In accordance with general principles of law, such Liability Cap could not be relied upon if the Company were found to be liable for the fraudulent or other dishonest conduct of its employees or agents, to the extent that the relevant loss had been caused by such fraudulent or other dishonest conduct. Although the HKSAR Government has reserved the right to refer to arbitration the question of the Company's liability for the Current Cost Overrun (as defined hereunder) (if any) under the HSR Preliminary Entrustment Agreement and the HSR Entrustment Agreement (as more particularly described in note 13A(c)(iv) below), up to the date of this interim report, no claim has been received from the HKSAR Government.

In April 2014, the Company announced that the construction period for the HSR project needed to be extended, with the target opening of the line for passenger service revised to the end of 2017.

On 30 June 2015, the Company reported to the HKSAR Government that the Company estimated:

- the HSR would be completed in the third quarter of 2018 (including programme contingency of six months) (the **"HSR Revised Programme"**); and
- the total project cost of HK$85.3 billion (including contingency), based on the HSR Revised Programme.

As a result of adjustments being made to certain elements of the Company's estimated project cost of 30 June 2015, the HKSAR Government and the Company reached agreement that the estimated project cost be reduced to HK$84.42 billion (the **"Revised Cost Estimate"**). Further particulars relating to the Revised Cost Estimate are set out in notes 13A(c) and (e) below.

(c) HSR Agreement

On 30 November 2015, the HKSAR Government and the Company entered into an agreement (the **"HSR Agreement"**) relating to the further funding and completion of the HSR. The HSR Agreement contains an integrated package of terms (subject to conditions as set out in note 13A(c)(vi) below) and provides that:

(i) The HKSAR Government will bear and finance the project cost up to HK$84.42 billion (which includes the original budgeted cost of HK$65 billion plus the agreed increase in the estimated project cost of HK$19.42 billion (the portion of the entrustment cost (up to HK$84.42 billion) that exceeds HK$65 billion being the **"Current Cost Overrun"**));

(ii) The Company will, if the project exceeds HK$84.42 billion, bear and finance the portion of the project cost which exceeds that sum (if any) (the **"Further Cost Overrun"**) except for certain agreed excluded costs (namely, additional costs arising from changes in law, force majeure events or any suspension of construction contracts specified in the HSR Agreement);

(iii) The Company will pay a special dividend in cash of HK$4.40 in aggregate per share in two equal tranches (of HK$2.20 per share in cash in each tranche) (**"Special Dividend"**). The first tranche was paid on 13 July 2016 and the second tranche was paid on 12 July 2017;

13 Railway Construction Projects under Entrustment by the HKSAR Government *(continued)*

A Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link ("High Speed Rail" or "HSR") Project *(continued)*

(iv) The HKSAR Government reserves the right to refer to arbitration the question of the Company's liability for the Current Cost Overrun (if any) under the HSR Preliminary Entrustment Agreement and HSR Entrustment Agreement (**"Entrustment Agreements"**) (including any question the HKSAR Government may have regarding the validity of the Liability Cap). The Entrustment Agreements contain dispute resolution mechanisms which include the right to refer a dispute to arbitration. Under the HSR Entrustment Agreement, the Liability Cap is equal to the HSR Project Management Fee and any other fees that the Company receives under HSR Entrustment Agreement and certain fees received by the Company under the Preliminary Entrustment Agreement. Accordingly, the Liability Cap increases from up to HK$4.94 billion to up to HK$6.69 billion as the HSR Project Management Fee is increased in accordance with the HSR Agreement (as it will be equal to the increased HSR Project Management Fee under the HSR Entrustment Agreement of HK$6.34 billion plus the additional fees referred to above). If the arbitrator does not determine that the Liability Cap is invalid and determines that, but for the Liability Cap, the Company's liability under the Entrustment Agreements for the Current Cost Overrun would exceed the Liability Cap, the Company shall:

- bear such amount as is awarded to the HKSAR Government up to the Liability Cap;
- seek the approval of its independent shareholders, at another General Meeting (at which the FSI, the HKSAR Government and their Close Associates and Associates and the Exchange Fund will be required to abstain from voting), for the Company to bear the excess liability; and
- if the approval of the independent shareholders (referred to immediately above) is obtained, pay the excess liability to the HKSAR Government. If such approval is not obtained, the Company will not make such payment to the HKSAR Government;

(v) Certain amendments are made to the HSR Entrustment Agreement to reflect the arrangements contained in the HSR Agreement, including an increase in HSR Project Management Fee payable to the Company under HSR Entrustment Agreement to an aggregate of HK$6.34 billion (which reflects the estimate of the Company's expected internal costs in performing its obligations under the HSR Entrustment Agreement in relation to HSR project) and to reflect the HSR Revised Programme;

(vi) The arrangements under the HSR Agreement (including the payment of the Special Dividend) were conditional on:

- independent shareholder approval (which was sought at the General Meeting held on 1 February 2016); and
- Legislative Council approval in respect of the HKSAR Government's additional funding obligations.

The HSR Agreement (and the Special Dividend) was approved by the Company's independent shareholders at the General Meeting held on 1 February 2016 and became unconditional upon approval by the Legislative Council on 11 March 2016 of the HKSAR Government's additional funding obligations.

(d) Operations of HSR

On 23 August 2018, the Company and KCRC entered into the supplemental service concession agreement for the HSR (**"SSCA-HSR"**) to supplement the Service Concession Agreement dated 9 August 2007 in order for KCRC to grant a concession to the Company in respect of the HSR and to prescribe the operational and financial requirements that will apply to the HSR. The commercial operation of HSR began on 23 September 2018.

(e) Based on the Company's latest review of the Revised Cost Estimate for the agreed scope of the project and having taken account of the opinion of independent experts including one on the review of the Revised Cost Estimate, the Company believes that, although the latest final project cost is likely to come close to the Revised Cost Estimate, the Revised Cost Estimate is still achievable and there is no current need to revise further such estimate. However, the final project cost can only be ascertained upon finalisation of all contracts, some of which will involve the resolution of commercial issues and may take several years to reach settlement based on past experience.

Having considered the number of contracts yet to be finalised and the contingency allowance currently available, there can be no absolute assurance that the final project cost will not exceed the Revised Cost Estimate, particularly if unforeseen difficulties arise in the resolution of commercial issues during the process of negotiating the final accounts. In such case, under the terms of the HSR Agreement, the Company will be required to bear and finance the portion of the project cost that exceeds the Revised Cost Estimate (if any) except for certain agreed excluded costs (as more particularly described in note 13A(c)(ii) above).

13 Railway Construction Projects under Entrustment by the HKSAR Government *(continued)*

A Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link ("High Speed Rail" or "HSR") Project *(continued)*

(f) The Company has not made any provision in its consolidated accounts in respect of:

(i) any possible liability of the Company for any Further Cost Overrun (if any), given the Company does not currently believe based on information available to date there is any need to revise further the Revised Cost Estimate. However, the final project cost can only be ascertained upon finalisation of all contracts, some of which will involve the resolution of commercial issues and may take several years to reach settlement;

(ii) any possible liability of the Company that may be determined in accordance with any arbitration that may take place (as more particularly described in note 13A(c)(iv) above), given that (a) the Company has not received any notification from the HKSAR Government of any claim by the HKSAR Government against the Company or of any referral by the HKSAR Government to arbitration (which, as a result of the HSR Agreement, cannot take place until after commencement of commercial operations on the HSR) as of 30 June 2021 and up to the date of this interim report; (b) the Company has the benefit of the Liability Cap; and (c) as a result of the HSR Agreement, the Company will not make any payment to the HKSAR Government in excess of the Liability Cap pursuant to a determination of the arbitrator without the approval of its independent shareholders; and

(iii) where applicable, because the Company is not able to measure with sufficient reliability the amount of the Company's obligation or liability (if any).

(g) Total HSR Project Management Fee and the additional fees referred to above, of total HK$6,548 million in aggregate, have been recognised in consolidated profit and loss account in the prior years.

In relation to the sufficiency of the HSR Project Management Fee, the Company estimated that the total costs to complete performance of its obligations in relation to the HSR project are likely to exceed the HSR Project Management Fee. Accordingly, an appropriate amount of provision was recognised in the consolidated profit and loss account in the prior years.

B Shatin to Central Link ("SCL") Project

(a) SCL Agreements

The Company and the HKSAR Government entered into the SCL Preliminary Entrustment Agreement (**"SCL EA1"**) in 2008, the SCL Advance Works Entrustment Agreement (**"SCL EA2"**) in 2011, and the SCL Entrustment Agreement (**"SCL EA3"**) in 2012 (together, the **"SCL Agreements"**), in relation to the SCL.

Pursuant to the SCL EA1, the Company is responsible for carrying out or procuring the carrying out of the design, site investigation and procurement activities while the HKSAR Government is responsible for funding directly the total cost of such activities.

Pursuant to the SCL EA2, the Company is responsible for carrying out or procuring the carrying out of the agreed works while the HKSAR Government is responsible for bearing and paying to the Company all the work costs (**"EA2 Advance Works Costs"**). The EA2 Advance Works Costs and the Interface Works Costs (as described below) are reimbursable by the HKSAR Government to the Company. During the six months ended 30 June 2021, HK$157 million (2020: HK$80 million) of such costs were incurred by the Company, which are payable by the HKSAR Government. As at 30 June 2021, the amount of such costs which remained outstanding from the HKSAR Government was HK$276 million (as at 31 December 2020: HK$1,035 million).

The SCL EA3 was entered into in 2012 for the construction and commissioning of the SCL. The HKSAR Government is responsible for bearing all the work costs specified in the SCL EA3 including costs to contractors and costs to the Company (**"Interface Works Costs"**) (which the Company would pay upfront and recover from the HKSAR Government) except for certain costs of modification, upgrade or expansions of certain assets (including rolling stock, signalling, radio and main control systems) for which the Company is responsible under the existing service concession agreement with KCRC. The Company will contribute an amount in respect of the costs relating to such modifications, upgrades or expansions. This will predominantly be covered by the reduction in future maintenance capital expenditure which the Company would have otherwise incurred. The total sum entrusted to the Company by the HKSAR Government for the main construction works under the SCL EA3, including project management fee, was HK$70,827 million (**"Original Entrusted Amount"**).

The Company is responsible for carrying out or procuring the carrying out of the works specified in the SCL Agreements for a project management fee of HK$7,893 million (the **"Original PMC"**). As at 30 June 2021 and up to the date of this interim report, the Company has received payments of the Original PMC from the HKSAR Government in accordance with the original agreed payment schedule. During the six months ended 30 June 2021, Original PMC of HK$nil (2020: HK$333 million) was recognised in the consolidated profit and loss account. As at 30 June 2021, the total Original PMC recognised to date in the consolidated profit and loss account amounted to HK$7,893 million (as at 31 December 2020: HK$7,893 million).

13 Railway Construction Projects under Entrustment by the HKSAR Government *(continued)*

B Shatin to Central Link ("SCL") Project *(continued)*

(b) SCL EA3 Cost Overrun

(i) Cost to Complete

The Company has previously announced that, due to the continuing challenges posed by external factors, the Original Entrusted Amount under SCL EA3 would not be sufficient to cover the total estimated cost to complete (**"CTC"**) and would need to be revised upwards significantly. The Company carried out a detailed review of the estimated CTC for the main construction works in 2017 and submitted a revised estimated total CTC of HK$87,328 million, including an increase in the project management fee payable to the Company (**"2017 CTC Estimate"**) to the HKSAR Government on 5 December 2017, taking into account a number of factors, including issues such as archaeological relics, the HKSAR Government's requests for additional scope and late or incomplete handover of construction sites.

The Company then carried out and completed a further review and revalidation of the CTC and, on 10 February 2020, notified the HKSAR Government, in accordance with the terms of the SCL EA3, of the latest estimate of the CTC, being HK$82,999 million (**"2020 CTC Estimate"**), including additional project management fee payable to the Company of HK$1,371 million (**"Additional PMC"**), being the additional cost to the Company of carrying out its remaining project management responsibilities under the SCL EA3, as detailed in note 13B(b)(ii) below but excluding the Hung Hom Incidents Related Costs in respect of which the Company has already recognised a provision of HK$2 billion in its consolidated profit and loss account for the year ended 31 December 2019 (as detailed in note 13B(c)(iii) below). The 2020 CTC Estimate represents an increase of HK$12,172 million from the Original Entrusted Amount of HK$70,827 million, which is less than the increase in the 2017 CTC Estimate of HK$16,501 million.

In accordance with the terms of SCL EA3, the HKSAR Government issued its paper on 18 March 2020 to seek the approval of Legislative Council for additional funding required for the SCL Project amounting to HK$10,801 million (**"Additional Funding"**) so that the SCL can be completed. On 12 June 2020, the Legislative Council approved the Additional Funding for the SCL Project. For the avoidance of doubt, the Additional Funding sought by the HKSAR Government and approved by the Legislative Council excluded the Hung Hom Incidents Related Costs (as detailed in note 13B(c)(iii) below) and any Additional PMC for the Company as further detailed in note 13B(b)(ii) below.

(ii) Additional PMC

As detailed in note 13B(b)(i) above and as previously disclosed by the Company, the programme for the delivery of the SCL Project has been significantly impacted by certain key external events. Not only do these matters increase the cost of works, they also increase the cost to the Company of carrying out its project management responsibilities under the relevant SCL entrustment agreement, which is estimated to be around HK$1,371 million.

By December 2020, the aggregate amount of project management fee paid by the HKSAR Government to the Company in accordance with the payment schedule contained in the SCL EA3 was substantially close to the Original PMC (excluding, for the avoidance of doubt, the Additional PMC of HK$1,371 million previously sought by the Company) and has been expended in full by the Company. The Additional Funding approved by the Legislative Council did not include any Additional PMC for the Company which the Company had previously sought from the HKSAR Government. Therefore, the cost to the Company of continuing to comply with its project management obligations under the SCL EA3 is currently being met by the Company on an interim and without prejudice basis (to allow the SCL Project to progress in accordance with the latest programme) and the Company reserves its position as to the ultimate liability for such costs and as to its right to pursue the courses of action and remedies available under the SCL EA3.

However, given the Company's view that there has been a significant delay to the project programme and associated increase in project management costs to the Company, the Company has written to the HKSAR Government to restate the Company's belief that the Company is entitled (in accordance with the terms of the SCL EA3 and following the Company's receipt of independent expert advice) to an increase in the project management fee, to be agreed by way of good faith negotiations or otherwise determined in accordance with the provisions of the SCL EA3. However, the HKSAR Government has responded to the Company by reiterating that the HKSAR Government considers there have not been any material modifications to any of the scope of works, entrustment activities and/or entrustment programme contained in the SCL EA3 and, as such, the HKSAR Government maintains its position of disagreement to any increase in the project management fee.

Despite the fact that this matter needs to be resolved, the Company has continued, and will continue, to comply with its project management obligations under the SCL EA3 and has met, and will continue to meet, the costs thereof, on an interim and without prejudice basis, to allow the SCL Project to progress in accordance with the latest programme in order to achieve a full opening of the SCL as soon as reasonably practicable, whilst reserving its position as to the ultimate liability for such costs and as to its rights to pursue the courses of action and remedies available under the SCL EA3.

13 Railway Construction Projects under Entrustment by the HKSAR Government *(continued)*

B Shatin to Central Link ("SCL") Project *(continued)*

(iii) Provision for the SCL PMC

After taking into account the matters described in note 13B(b)(ii) above, and in particular, the Company meeting, on an interim and without prejudice basis (whilst reserving its position as to the ultimate liability for such costs and as to its rights to pursue the courses of action and remedies available under the SCL EA3), the cost to the Company of continuing to comply with its project management obligations, the Group has recognised a provision of HK$1,371 million, for the estimated additional cost to the Company of continuing to comply with its project management responsibilities, in its consolidated profit and loss account for the year ended 31 December 2020. During the six months ended 30 June 2021, the provision utilised amounted to HK$277 million (2020: HK$nil) and no provision was written back (2020: HK$nil). The provision (net of amount utilised) is included in "Creditors, other payables and provisions" in the consolidated statement of financial position.

This amount does not take into account any potential payment to the Company of any Additional PMC (whether in the circumstances that no overall settlement is reached and / or as a result of an award, settlement or otherwise). Accordingly, if any such potential payment becomes virtually certain, the amount of any such payment will be recognised and credited to the Company's consolidated profit and loss account in that financial period.

(c) Hung Hom Incidents

As stated in the Company's announcement dated 18 July 2019, there were allegations in 2018 concerning workmanship in relation to the Hung Hom Station extension (**"First Hung Hom Incident"**). The Company took immediate steps to investigate the issues, report the Company's findings to the HKSAR Government and reserve the Company's position against relevant contractors.

In late 2018 and early 2019, the Company advised the HKSAR Government of an insufficiency of construction records and certain construction issues at the Hung Hom North Approach Tunnel (**"NAT"**), the South Approach Tunnel (**"SAT"**) and the Hung Hom Stabling Sidings (**"HHS"**), forming an addition to the First Hung Hom Incident (**"Second Hung Hom Incident"**).

To address each of the First Hung Hom Incident and the Second Hung Hom Incident, the Company has submitted to the HKSAR Government proposals for verification of the relevant as-constructed conditions and workmanship quality.

*(i) Commission of Inquiry ("**COI**")*

On 10 July 2018, the COI was set up by the HKSAR Chief Executive in Council pursuant to the Commissions of Inquiry Ordinance (Chapter 86 of the Laws of Hong Kong). On 29 January 2019, the HKSAR Government made its closing submission to the first phase of the COI in which it stated its view that the Company ought to have provided the required skills and care reasonably expected of a professional and competent project manager but that the Company had failed to do so.

On 26 March 2019, the HKSAR Government published the redacted interim report of the COI in which the COI found that although the Hung Hom Station extension diaphragm wall and platform slab construction works are safe, they were not executed in accordance with the relevant contract in material aspects.

On 18 July 2019, the Company submitted to the HKSAR Government two separate final reports, one in respect of the First Hung Hom Incident and one in respect of the Second Hung Hom Incident, containing, inter alia, proposals for suitable measures required at certain locations to achieve code compliance. These suitable measures have been implemented.

On 22 January 2020, the HKSAR Government reiterated, in its closing submissions to the COI, that there was failure on the part of both the Company and the contractor Leighton Contractors Asia Limited to perform the obligations which the two parties undertook for the SCL project and that the Company, which was entrusted by the HKSAR Government as the project manager of the SCL project, ought to have provided the requisite degree of skill and care reasonably expected of a professional and competent project manager.

On 12 May 2020, the HKSAR Government published the final report of the COI in which the COI determined that it is fully satisfied that, with the suitable measures in place, the station box, NAT, SAT and HHS structures will be safe and also fit for purpose. The suitable measures for these structures were completed in 2020. The COI also made a number of comments on the construction process (including regarding failures in respect thereof such as unacceptable incidents of poor workmanship compounded by lax supervision and that in a number of respects also, management of the construction endeavour fell below the standards of reasonable competence) and made recommendations to the Company for the future.

*(ii) Expert Adviser Team ("**EAT**")*

On 1 February 2021, the EAT on the SCL project, which was appointed by the HKSAR Government in August 2018 to conduct an overall review of the Company's project management system and recommend additional management and monitoring measures to be undertaken by the Company and the HKSAR Government in taking forward the SCL project, has submitted its final report to the HKSAR Government. The report noted that it is safe in practical terms to use the related built structures at Hung Hom Station for their intended purposes after the implementation of the suitable measures. The EAT has also put forward in the report recommendations to the Company and the HKSAR Government for the continuous improvement of railway project management.

13 Railway Construction Projects under Entrustment by the HKSAR Government *(continued)*

B Shatin to Central Link ("SCL") Project *(continued)*

(iii) Provision for the Hung Hom Incidents Related Costs

In July 2019, the HKSAR Government accepted the Company's recommendation that the Tuen Ma Line (Tai Wai to Hung Hom Section of the SCL) should open in phases, with the first phase involving the opening of commercial service on the Tuen Ma Line from Tai Wai Station to Kai Tak Station (**"Phased Opening"**) which occurred on 14 February 2020.

In order to progress the SCL Project and to facilitate the Phased Opening in the first quarter of 2020, the Company announced in July 2019 that it would fund, on an interim and without prejudice basis, certain costs arising from the Hung Hom Incidents and certain costs associated with Phased Opening (being costs for alteration works, trial operations and other costs associated with the preparation activities for the Phased Opening) (**"Hung Hom Incidents Related Costs"**), whilst reserving the Company's position as to the ultimate liability for such costs.

The Company and the HKSAR Government will continue discussions with a view to reaching an overall settlement in relation to the Hung Hom Incidents and their respective funding obligations relating to the CTC and the Hung Hom Incidents Related Costs. If no overall settlement is reached between the Company and the HKSAR Government within a reasonable period, the provisions of the SCL EA3 shall continue to apply (as they currently do) including in relation to such costs, and the responsibility for the funding of such costs shall be determined in accordance with the SCL EA3.

After taking into account the matters described in note 13B(c) above, and in particular, the Company's decision to fund, on an interim and without prejudice basis, the Hung Hom Incidents Related Costs, the Company recognised a provision of HK$2,000 million in its consolidated profit and loss account for the year ended 31 December 2019. During the six months ended 30 June 2021, the provision utilised amounted to HK$136 million (2020: HK$365 million) and no provision was written back (2020: HK$nil). The provision (net of amount utilised) is included in "Creditors, other payables and provisions" in the consolidated statement of financial position.

This amount does not take into account any potential recovery from any other party (whether in the circumstances that no overall settlement is reached and / or as a result of an award, settlement or otherwise). Accordingly, if any such potential recovery becomes virtually certain, the amount of any such recovery will be recognised and credited to the Company's consolidated profit and loss account in that financial period.

(d) Mixed Fleet Operation Incident

On 11 September 2020, the Company announced the delay in service commencement of the new East Rail Line (**"EAL"**) signalling system and introduction of new nine-car trains which was originally scheduled for 12 September 2020 (collectively **"Mixed Fleet Operation Incident"**), following a review on the new signalling system conducted by the Company prior to service commencement.

On 13 September 2020, the Company announced the setting up of the Investigation Panel to look into the Mixed Fleet Operation Incident and to submit an investigation report to the HKSAR Government. On 21 January 2021, the Company submitted to the HKSAR Government for its review the report from the Investigation Panel. The Company acknowledged and accepted the findings of the Investigation Panel which include a finding that the issue concerned in the Mixed Fleet Operation Incident is not an issue of safety but of service reliability. The Company also accepted and will implement the recommendations made in the report. Following the satisfactory completion of further additional testing and approval by relevant HKSAR Government departments, the new signalling system and the new nine-car trains on the EAL were commissioned on 6 February 2021 in preparation for extending the EAL across the harbour to Admiralty Station.

(e) Potential Claims from and Indemnification to the HKSAR Government

The HKSAR Government has the right to claim against the Company if the Company breaches the SCL Agreements (including, if the Company breaches the warranties it gave in respect of its project management services) and, under each SCL Agreement, to be indemnified by the Company in relation to losses incurred by the HKSAR Government as a result of the negligence of the Company in performing its obligations under the relevant SCL Agreement or breach thereof by the Company. Under the SCL EA3, the Company's total aggregate liability to the HKSAR Government arising out of or in connection with the SCL Agreements (other than for death or personal injury) is subject to a cap equal to the fees that the Company receives under the SCL Agreements. In accordance with general principles of law, such cap could not be relied upon if the Company were found to be liable for the fraudulent or other dishonest conduct of its employees or agents, to the extent that the relevant loss had been caused by such fraudulent or other dishonest conduct. Although the HKSAR Government has stated that it reserves all rights to pursue further actions against the Company and related contractors and has made the statements in its closing submission to the COI (as stated in note 13B(c)(i) above), up to the date of this interim report, no claim has been received from the HKSAR Government in relation to any SCL Agreement. It is uncertain as to whether such claim will be made against the Company in the future and, if made, the nature and amount of such claim.

The eventual outcome of the discussions between the Company and the HKSAR Government on various matters including the timing of any overall settlement in relation to the Hung Hom Incidents and their respective funding obligations relating to the Hung Hom Incidents Related Costs and the level of recovery from relevant parties remain highly uncertain at the current stage. As a result, no additional provision other than as stated above has been made as the Company is currently not able to measure with sufficient reliability the ultimate amount of the Company's obligation or liability arising from the SCL Project as a whole in light of the significant uncertainties involved. While no provision in respect of the SCL Project related matters was recognised at 30 June 2021 other than as stated above, the Company will reassess on an ongoing basis the need to recognise any further provision in the future in light of any further development.

13 Railway Construction Projects under Entrustment by the HKSAR Government *(continued)*

B Shatin to Central Link ("SCL") Project *(continued)*

(f) Phased Opening of SCL

On 11 February 2020, the Company entered into relevant agreements with the HKSAR Government and KCRC to supplement and amend the current agreements to enable the Company to operate Tuen Ma Line Phase 1 in substantially the same manner as the existing railway network for a period of two years from 14 February 2020 including the supplemental service concession agreement (**"SSCA1-SCL"**) signed with KCRC.

On 21 June 2021, the Company entered into relevant agreements with the HKSAR Government and KCRC to supplement and amend the current agreements to enable the Company to operate the entire Tuen Ma Line in substantially the same manner as the existing railway network for a period of two years from 27 June 2021 including the supplemental service concession agreement (**"SSCA2-SCL"**) signed with KCRC. The SSCA2-SCL replaced the SSCA1-SCL that was executed on 11 February 2020. Prior to the full opening of the SCL, the parties are obliged to commence exclusive negotiations in good faith with a view to agreeing the terms of a supplemental service concession agreement for the entire SCL (which is intended to replace the SSCA2-SCL, except for any provisions that are expressly agreed to remain in effect thereafter).

14 Property Development in Progress

Movements of property development in progress of the Group during the six months ended 30 June 2021 and the year ended 31 December 2020 are as follows:

in HK$ million	Balance at 1 January	Expenditure	Offset against payments received from developers	Transfer out to profit or loss	Balance at 30 June/ 31 December
At 30 June 2021 (Unaudited)					
Hong Kong Property Development Projects	**11,942**	**266**	**(747)**	**(279)**	**11,182**
At 31 December 2020 (Audited)					
Hong Kong Property Development Projects	12,022	687	(276)	(491)	11,942

15 Properties Held for Sale

in HK$ million	**At 30 June 2021 (Unaudited)**	At 31 December 2020 (Audited)
Properties held for sale		
– at cost	**875**	1,159
– at net realisable value	**119**	641
	994	1,800
Representing:		
Hong Kong property development	**772**	1,572
Mainland of China property development	**222**	228
	994	1,800

Properties held for sale represent the Group's interest in unsold properties or properties received by the Group as sharing in kind in Hong Kong, and the Group's unsold properties in Shenzhen.

For Hong Kong property development, the net realisable values as at 30 June 2021 and 31 December 2020 were determined by reference to an open market valuation of the properties as at those dates, undertaken by an independent firm of surveyors, Colliers International (Hong Kong) Limited, who have among their staff Members of the Hong Kong Institute of Surveyors.

Properties held for sale at net realisable value as at 30 June 2021 are stated net of provision of HK$5 million (31 December 2020: HK$8 million) made in order to state these properties at the lower of their cost and estimated net realisable value.

16 Derivative Financial Assets and Liabilities

The notional amounts and fair values of derivative financial assets and liabilities are as follows:

	At 30 June 2021 (Unaudited)		At 31 December 2020 (Audited)	
in HK$ million	Notional amount	Fair value	Notional amount	Fair value
Derivative Financial Assets				
Foreign exchange forwards				
– fair value hedges	**2,455**	**3**	–	–
– cash flow hedges	**59**	**2**	386	11
– not qualified for hedge accounting	**127**	**4**	482	19
Cross currency swaps				
– fair value hedges	**5,551**	**75**	2,333	110
– cash flow hedges	**10,086**	**157**	12,797	277
Interest rate swaps				
– fair value hedges	**2,600**	**58**	4,390	62
– cash flow hedges	**500**	**9**	250	1
– not qualified for hedge accounting	**1,100**	**10**	413	–
	22,478	**318**	21,051	480
Derivative Financial Liabilities				
Foreign exchange forwards				
– fair value hedges	**497**	**–**	1,960	25
– cash flow hedges	**354**	**8**	7	1
– not qualified for hedge accounting	**539**	**9**	1,390	6
Cross currency swaps				
– fair value hedges	**202**	**–**	–	–
– cash flow hedges	**12,309**	**469**	5,730	301
Interest rate swaps				
– cash flow hedges	**–**	**–**	3,250	47
– not qualified for hedge accounting	**1,234**	**1**	1,734	1
	15,135	**487**	14,071	381
Total	**37,613**		35,122	

17 Debtors and Other Receivables

The Group's credit policies in respect of receivables arising from its principal activities are as follows:

(i) The majority of fare revenue from Hong Kong transport operation (except for that from the High Speed Rail as described in note 17(ii) below) is collected either through Octopus Cards and QR code with daily settlement on the next working day or in cash for other ticket types. A small portion of it is collected through pre-sale agents which settle the amounts due within 30 days.

(ii) In respect of the High Speed Rail, tickets are sold by the Company and other mainland train operators. The clearance centre of China Railway Corporation administers the revenue allocation and settlement system of the Guangzhou-Shenzhen-Hong Kong Express Rail Link and allocates the revenue of the High Speed Rail to the Company under a "section-based" approach with settlement in the following month.

(iii) Fare revenue from SZL4 is collected either through Shenzhen Tong Cards or QR code payment with daily settlement on the next working day or in cash for other ticket types. Fare revenue from MTRX in Sweden is collected through a third party financial institution with settlement within 14 days and sales through pre-sale agents are settled in the following month.

(iv) Franchise revenue in Australia is collected either daily or monthly depending on the revenue nature. The majority of the franchise revenue from operations in Stockholm is collected in the transaction month with the remainder being collected in the following month. Concession revenue for TfL Rail/Elizabeth Line in London is collected once every 4 weeks. Service fees from Macao Light Rapid Transit Taipa Line are billed monthly with due dates in accordance with the terms of the service agreement.

(v) Rentals, advertising and telecommunication service fees are billed monthly with due dates ranging from immediately due to 60 days. Tenants of the Group's investment properties and station kiosks are required to pay three months' rental deposit upon the signing of lease agreements.

17 Debtors and Other Receivables *(continued)*

(vi) Amounts receivable under interest rate and currency swap agreements with financial institutions are due in accordance with the terms of the respective agreements.

(vii) Consultancy service incomes are billed monthly for settlement within 30 days upon work completion or on other basis stipulated in the consultancy contracts.

(viii) Debtors in relation to contracts and capital works entrusted to the Group, subject to any agreed retentions, are due within 30 days upon the certification of work in progress.

(ix) Amounts receivable in respect of property development are due in accordance with the terms of relevant development agreements or sale and purchase agreements.

The ageing analysis of debtors based on due date is as follows:

in HK$ million	**At 30 June 2021 (Unaudited)**	At 31 December 2020 (Audited)
Amounts not yet due	**3,526**	3,343
Overdue by 30 days	**135**	209
Overdue by 60 days	**71**	80
Overdue by 90 days	**24**	24
Overdue by more than 90 days	**130**	126
Total debtors	**3,886**	3,782
Other receivables and contract assets	**8,666**	9,531
	12,552	13,313

Included in other receivables as at 30 June 2021 was HK$2,575 million (31 December 2020: HK$3,387 million) in respect of property development profit in Hong Kong distributable from stakeholding funds and receivables from property purchasers based on the terms of the development agreements and sales and purchase agreements.

During the years ended 31 December 2017 and 2018, the Inland Revenue Department of Hong Kong ("IRD") issued notices of assessment/additional assessment for the years of assessment 2010/2011 to 2017/2018 following queries in connection with the tax deductibility of certain payments relating to the Rail Merger.

Based on the strength of advice from external senior counsel and tax advisor, the directors of the Company have determined to strongly contest the assessments raised by the IRD. The Company has lodged objections against these tax assessments and has applied to hold over the additional tax demanded. The IRD has agreed to the holdover of the additional tax demanded subject to the purchases of tax reserve certificates ("TRCs") amounting to HK$1,816 million and HK$462 million in 2017 and 2018 respectively. The purchases of TRCs do not prejudice the Company's tax position and the purchased TRCs were included in debtors and other receivables in the Group's consolidated statement of financial position. No additional tax provision has been made in respect of the above notices of assessment/additional assessment.

18 Material Related Party Transactions

The FSI of the HKSAR Government, which holds approximately 74.95% of the Company's issued share capital on trust for the HKSAR Government as at 30 June 2021, is the majority shareholder of the Company. Transactions between the Group and the HKSAR Government departments or agencies, or entities controlled by the HKSAR Government, other than those transactions such as the payment of fees, taxes, leases and rates, etc. that arise in the normal dealings between the HKSAR Government and the Group, are considered to be related party transactions pursuant to HKAS 24 (revised), *Related Party Disclosures*, and are identified separately in this interim financial report.

As at the end of the reporting period, amounts due from/to the HKSAR Government and other related parties in respect of material related party transactions with the Group are stated below:

in HK$ million	**At 30 June 2021 (Unaudited)**	At 31 December 2020 (Audited)
Amounts due from:		
– HKSAR Government	**753**	2,504
– KCRC	**2,948**	2,859
– associates and joint venture	**321**	99
	4,022	5,462
Amounts due to:		
– HKSAR Government	**4,624**	94
– KCRC	**648**	301
– associates	**59**	58
	5,331	453

18 Material Related Party Transactions *(continued)*

As at 30 June 2021, the amount due from the HKSAR Government mainly related to the recoverable cost for the advance works in relation to the Shatin to Central Link, reimbursable costs for the essential public infrastructure works in respect of the South Island Line and Kwun Tong Line Extension projects, reimbursement of the fare revenue difference in relation to the Public Transport Fare Concession Scheme for the Elderly and Eligible Persons with Disabilities, agency fee receivables and reimbursable costs in respect of West Rail property development, as well as receivables and retention for other entrustment and maintenance works.

The amount due to the HKSAR Government as at 30 June 2021 mainly related to the 2020 final ordinary dividend payable (note 8) amounting to HK$4,541 million as well as land administrative fees in relation to railway extensions.

The amount due from KCRC mainly related to the recoverable cost for certain capital works in accordance with the agreements in relation to the Rail Merger, as well as amounts in relation to the High Speed Rail and Tuen Ma Line. The amount due to KCRC mainly related to the accrued portion of the fixed annual payment and variable annual payment arising from the Rail Merger and Operating Arrangements of the High Speed Rail and Tuen Ma Line.

Details of major related party transactions entered into by the Group with the HKSAR Government in prior years that are still relevant for the current period and those with KCRC in respect of the Rail Merger and Operating Arrangements of the High Speed Rail and Tuen Ma Line were described in the Group's audited accounts for the year ended 31 December 2020. During the six months ended 30 June 2021, amounts recoverable or invoiced by the Company under West Rail Agency Agreement and Property Package Agreement are HK$24 million (2020: HK$22 million) and HK$nil (2020: HK$nil) respectively and amount payable or paid by the Company under Service Concession Agreement is HK$586 million (2020: HK$832 million). Net revenue received or receivable from KCRC in respect of High Speed Rail under SSCA-HSR and Tuen Ma Line under SSCA1-SCL and SSCA2-SCL amounted to HK$762 million (2020: HK$1,015 million).

The Company entered into entrustment agreements with the HKSAR Government for the design, site investigation, procurement activities, construction, testing and commissioning of High Speed Rail and Shatin to Central Link. Detailed description of the agreements and the amount of project management fees recognised for the six months ended 30 June 2021 are provided in notes 13A and 13B. In addition, an amount of HK$30 million was paid/payable to the HKSAR Government during the six months ended 30 June 2021 (2020: HK$210 million) under SCL EA3's payment arrangement with the HKSAR Government and relevant contractors.

In addition, in connection with the property developments along the railway system, the Company has been granted land lots by the HKSAR Government in respect of the following site during the six months ended 30 June 2021:

Property development site	Land grant/land premium offer acceptance date	Total land premium in HK$ million	Land premium settlement date
Site E of Aberdeen Inland Lot No. 467	**8 February 2021**	**6,437**	**22 March 2021**
Site F of Aberdeen Inland Lot No. 467	**22 April 2021**	**4,946**	**27 May 2021**

The maintenance contract with the Hong Kong Airport Authority ("HKAA") in respect of the automated people mover system ("System") serving the Hong Kong International Airport was expired on 5 January 2021. On 2 July 2020, the Company entered into a new contract with the HKAA for the maintenance of the System for a seven-year period effective from 6 January 2021. In respect of the services provided, HK$102 million was recognised as consultancy income during the six months ended 30 June 2021 (2020: HK$67 million).

On 18 May 2018, the Company provided a sub-contractor warranty to the HKAA as a result of obtaining a subcontract from a third party for the modification works of the existing System for a seven year period, effective from 25 September 2017 (the "Subcontract"). The Subcontract contains provisions covering the provision and modification of the power distribution, communication and control subsystems in respect of the System.

During the six months ended 30 June 2021, the Group had the following transactions with its associates, namely Octopus Holdings Limited and its subsidiaries ("Octopus Group") (in Hong Kong) and NRT Group Holdings Pty Ltd and its subsidiaries ("NRT Group") (in Australia):

in HK$ million	**Six months ended 30 June 2021**	Six months ended 30 June 2020
Octopus Group		
– Expenses paid or payable in respect of central clearing services provided by Octopus Group	**44**	44
– Fees received or receivable in respect of load agent, Octopus card issuance and refund services, computer equipment and relating services and warehouse storage space provided to Octopus Group	**11**	12
NRT Group		
– Fees received or receivable in respect of mobilisation, operations and maintenance as well as design, delivery and integration services provided to NRT Group	**1,157**	1,258

19 Creditors, Other Payables and Provisions

The analysis of creditors by due dates is as follows:

in HK$ million	At 30 June 2021 (Unaudited)	At 31 December 2020 (Audited)
Due within 30 days or on demand	**7,615**	8,024
Due after 30 days but within 60 days	**1,199**	1,450
Due after 60 days but within 90 days	**647**	638
Due after 90 days	**3,995**	4,844
	13,456	14,956
Rental and other refundable deposits	**3,121**	2,989
Accrued employee benefits	**1,835**	1,474
Dividends payable to other shareholders	**1,519**	–
Total creditors and accrued charges	**19,931**	19,419
Other payables and provisions (notes 13B(b)(iii) & (c)(iii))	**21,432**	14,974
Contract liabilities	**2,355**	2,444
	43,718	36,837

20 Loans and Other Obligations

Notes issued by the Group during the six months ended 30 June 2021 and 2020 comprise:

	Six months ended 30 June 2021		Six months ended 30 June 2020	
in HK$ million	Principal amount	Net consideration received	Principal amount	Net consideration received
Debt issuance programme notes	**5,225**	**5,225**	3,948	3,471

During the six months ended 30 June 2021, the Company issued RMB2,600 million (or HK$3,097 million) of its listed debt securities (2020: HK$nil) and issued HK$1,418 million and RMB600 million (or HK$710 million) of its unlisted debt securities in the respective currency (2020: HK$2,700 million, RMB720 million (or HK$783 million) and USD60 million (or HK$465 million)).

As at 30 June 2021, there were outstanding debt securities issued by a wholly-owned subsidiary, MTR Corporation (C.I.) Limited ("MTRCI"). The obligations of the debt securities issued by MTRCI are direct, unsecured and unsubordinated to the other unsecured obligations of MTRCI which are unconditionally and irrevocably guaranteed by the Company. The obligations of the Company under the guarantee are direct, unsecured, unconditional, and unsubordinated to other unsecured and unsubordinated obligations of the Company.

During the six months ended 30 June 2021, the Group did not redeem any of its listed debt securities (2020: HK$nil). The Group redeemed HK$2,313 million, RMB720 million (or HK$783 million) and USD60 million (or HK$465 million) of its unlisted debt securities (2020: HK$1,248 million).

21 Deferred Tax Assets and Liabilities

A Movements of deferred tax assets and liabilities during the six months ended 30 June 2021 and the year ended 31 December 2020 are as follows:

in HK$ million	Deferred tax arising from: Depreciation allowances in excess of related depreciation	Revaluation of properties	Provision and other temporary differences	Cash flow hedges	Tax losses	Total
At 30 June 2021 (Unaudited)						
Balance as at 1 January 2021 (Audited)	**13,365**	**723**	**(314)**	**29**	**(148)**	**13,655**
(Credited)/charged to consolidated profit and loss account	**(3)**	**(25)**	**6**	**–**	**(9)**	**(31)**
Charged/(credited) to reserves	**–**	**11**	**–**	**(26)**	**–**	**(15)**
Exchange differences	**3**	**–**	**15**	**–**	**4**	**22**
Balance as at 30 June 2021	**13,365**	**709**	**(293)**	**3**	**(153)**	**13,631**
At 31 December 2020 (Audited)						
Balance as at 1 January 2020	13,007	778	(123)	43	(110)	13,595
Charged/(credited) to consolidated profit and loss account	356	(1)	(292)	–	(20)	43
(Credited)/charged to reserves	–	(54)	141	(14)	–	73
Exchange differences	2	–	(40)	–	(18)	(56)
Balance as at 31 December 2020	13,365	723	(314)	29	(148)	13,655

B Deferred tax assets and liabilities recognised in the consolidated statement of financial position are as follows:

in HK$ million	**At 30 June 2021 (Unaudited)**	At 31 December 2020 (Audited)
Net deferred tax assets	**(453)**	(470)
Net deferred tax liabilities	**14,084**	14,125
	13,631	13,655

22 Share Capital and Shares Held for Executive Share Incentive Scheme

A Share Capital

	At 30 June 2021 (Unaudited)		At 31 December 2020 (Audited)	
	Number of shares	HK$ million	Number of shares	HK$ million
Ordinary shares, issued and fully paid:				
At 1 January	**6,180,927,873**	**59,666**	6,157,948,911	58,804
Shares issued in respect of scrip dividend of 2019 final ordinary dividend	**–**	**–**	18,426,649	692
Shares issued in respect of scrip dividend of 2020 interim ordinary dividend	**–**	**–**	2,004,813	81
Vesting of shares of Executive Share Incentive Scheme	**–**	**3**	–	6
Shares issued under the share option scheme	**2,347,500**	**72**	2,547,500	83
At 30 June/31 December	**6,183,275,373**	**59,741**	6,180,927,873	59,666

B New shares issued and fully paid up during the six months ended 30 June 2021 comprise:

	Number of shares	Weighted average exercise price HK$
Employee share options exercised:		
– 2007 Share Option Scheme	**2,347,500**	**28.65**

22 Share Capital and Shares Held for Executive Share Incentive Scheme *(continued)*

C Movements in the number of share options outstanding are as follows:

	Six months ended 30 June 2021	Six months ended 30 June 2020
	2007 Share Option Scheme	2007 Share Option Scheme
Outstanding at 1 January	**2,347,500**	4,909,000
Exercised during the period	**(2,347,500)**	(1,710,000)
Outstanding at 30 June	**–**	3,199,000
Exercisable at 30 June	**–**	3,199,000

D During the six months ended 30 June 2021, the Company awarded Performance Shares and Restricted Shares under the Company's Executive Share Incentive Scheme to certain eligible employees of the Company. A total of 1,558,050 Performance Shares (2020: 6,950) and 1,955,950 Restricted Shares (2020: 2,334,750) were awarded and accepted by the grantees on 8 April 2021 (2020: 8 April 2020). The fair value of these awarded shares was HK$44.05 per share (2020: HK$41.90 per share).

E During the six months ended 30 June 2021, the Trustee of the Executive Share Incentive Scheme, pursuant to the terms of the rules and the trust deed of the Executive Share Incentive Scheme, purchased on the Hong Kong Stock Exchange a total of 2,650,000 Ordinary Shares (2020: 2,020,000) of the Company for a total consideration of approximately HK$116 million (2020: HK$86 million).

F During the six months ended 30 June 2021, 2,954,337 shares (2020: 1,855,667) were transferred to the awardees under the Executive Share Incentive Scheme upon vesting. The total cost of the vested shares was HK$133 million (2020: HK$84 million). During the six months ended 30 June 2021, HK$3 million (2020: HK$6 million) was credited to share capital in respect of vesting of shares whose fair values at the grant date were higher than the costs of the vested shares. During the six months ended 30 June 2021, 727,369 award shares (2020: 184,776) were forfeited.

23 Fair Value Measurement

In accordance with HKFRS 13, *Fair Value Measurement*, the level into which a fair value measurement is classified is determined with reference to the observability and significance of the inputs used in the valuation technique as follows:

Level 1: Fair value measured using only Level 1 inputs, i.e. unadjusted quoted prices in active markets for identical assets or liabilities at the measurement date

Level 2: Fair value measured using Level 2 inputs, i.e. observable inputs which fail to meet Level 1, and not using significant unobservable inputs. Unobservable inputs are inputs for which market data are not available

Level 3: Fair value measured using significant unobservable inputs

A Fair Value Measurements of Fixed Assets

All of the Group's investment properties and self-occupied buildings measured at fair value on a recurring basis are categorised as Level 3 of the fair value hierarchy.

During the six months ended 30 June 2021, there were no transfers between Level 1 and Level 2, or transfers into or out of Level 3 in respect of the Group's investment properties and self-occupied buildings. The Group's policy is to recognise transfers between levels of fair value hierarchy as at the end of the reporting period in which they occur.

B Fair Value Measurements of Financial Instruments

(i) Financial Assets and Liabilities Carried at Fair Value

Included in the Group's investments in securities as at 30 June 2021, there were HK$278 million (as at 31 December 2020: HK$214 million) of debt securities carried at fair value using Level 1 measurements and HK$374 million (as at 31 December 2020: HK$254 million) of unlisted equity securities carried at fair value using Level 3 measurements.

The Group's derivative financial instruments were carried at fair value using Level 2 measurements. As at 30 June 2021, the fair values of derivative financial assets and financial liabilities were HK$318 million (as at 31 December 2020: HK$480 million) and HK$487 million (as at 31 December 2020: HK$381 million) respectively.

The discounted cash flow method, which discounts the future contractual cash flows at the current market interest rates, is the main valuation technique used to determine the fair value of the Group's borrowings and derivative financial instruments. For interest rate swaps, cross currency swaps and foreign exchange forward contracts, the discount rates used were derived from the swap curves of the respective currencies and the cross currency basis curves of the respective currency pairs at the end of the reporting period. Closing exchange rates at the end of the reporting period were used to convert value in foreign currency to local currency.

23 Fair Value Measurement *(continued)*

B Fair Value Measurements of Financial Instruments *(continued)*

During the six months ended 30 June 2021, the additions to the investments in unlisted equity securities amounted to HK$110 million (2020: HK$nil), and the Group recognised the net increase in fair value of HK$10 million in the consolidated profit and loss account. As at 30 June 2021, the fair value of investments in equity securities was HK$374 million (as at 31 December 2020: HK$254 million). The fair value of the Group's investments in unlisted equity securities is determined based on the adjusted net asset method. The significant unobservable input includes the fair value of the individual assets and liabilities (recognised and unrecognised). The fair value measurement is positively correlated to the fair value of the individual assets and liabilities (recognised and unrecognised). As at 30 June 2021, it is estimated that a 5-percent increase/decrease in fair value of the total individual assets and liabilities (recognised and unrecognised), with all other variables held constant, would increase/decrease the Group's profit after tax by approximately HK$19 million/HK$19 million.

At the end of each interim and annual reporting period, valuations are performed for the financial instruments which are categorised into Level 3 of the fair value hierarchy, and the valuation assumptions and results are reviewed by the Group's management accordingly.

During the six months ended 30 June 2021, there were no transfers between Level 1 and Level 2, or transfers into or out of Level 3. The Group's policy is to recognise transfers between levels of fair value hierarchy as at the end of the reporting period in which they occur.

(ii) Financial Assets and Liabilities Not Carried at Fair Value

The carrying amounts of the Group's financial assets and liabilities not carried at fair value are not materially different from their fair values as at 30 June 2021 and 31 December 2020 except for capital market instruments and other obligations, for which their carrying amounts and fair values are disclosed below:

	At 30 June 2021 (Unaudited)		At 31 December 2020 (Audited)	
in HK$ million	Carrying amount	Fair value	Carrying amount	Fair value
Capital market instruments	**37,525**	**39,877**	35,996	42,698
Other obligations	**1,606**	**1,724**	1,700	1,851

The above fair value measurement is categorised as Level 2. The discount cash flow method, which discounts the future contractual cash flows at the current market interest rates, is the main valuation technique used to determine the fair value of the Group's capital market instruments and other obligations. The discount rates used were derived from the swap curves of the respective currencies at the end of the reporting period. Closing exchange rates at the end of the reporting period were used to convert value in foreign currency to local currency.

24 Cash Generated from Operations

Reconciliation of the Group's operating profit before Hong Kong property development, depreciation, amortisation and variable annual payment arising from recurrent businesses to cash generated from operations is as follows:

in HK$ million	**Six months ended 30 June 2021 (Unaudited)**	Six months ended 30 June 2020 (Unaudited)
Operating profit before Hong Kong property development, depreciation, amortisation and variable annual payment from recurrent businesses	**3,924**	4,001
Adjustments for non-cash items	**96**	(34)
Operating profit before working capital changes	**4,020**	3,967
Decrease/(increase) in debtors and other receivables	**1,717**	(1,396)
Increase in stores and spares	**(141)**	(68)
Decrease in creditors and other payables	**(849)**	(259)
Cash generated from operations	**4,747**	2,244

25 Capital Commitments

A Outstanding capital commitments as at 30 June 2021 and 31 December 2020 not provided for in the accounts were as follows:

in HK$ million	Hong Kong transport operations, station commercial and other businesses	Hong Kong railway extension projects	Hong Kong property rental and development	Mainland of China and overseas operations	Total
At 30 June 2021 (Unaudited)					
Authorised but not yet contracted for	**11,476**	**–**	**2,312**	**1**	**13,789**
Authorised and contracted for	**19,521**	**94**	**1,339**	**3**	**20,957**
	30,997	**94**	**3,651**	**4**	**34,746**
At 31 December 2020 (Audited)					
Authorised but not yet contracted for	10,799	–	2,127	67	12,993
Authorised and contracted for	19,473	115	991	9	20,588
	30,272	115	3,118	76	33,581

In addition to the above, the Group has the following capital commitments in respect of its investments in associates and joint venture:

In respect of Shenzhen Metro Line 13, the Group is responsible to contribute equity injection of up to RMB1,428 million. Up to the end of June 2021, the Group has contributed RMB149 million equity to the project.

In respect of Sydney Metro City & Southwest, the Group is expected to further contribute equity of approximately AUD12.7 million and loans of approximately AUD13.3 million to the project for the share of investment.

B The capital commitments under Hong Kong transport operations, station commercial and other businesses comprise the following:

in HK$ million	Improvement, enhancement and replacement works	Acquisition of property, plant and equipment	Additional concession properties	Total
At 30 June 2021 (Unaudited)				
Authorised but not yet contracted for	**6,535**	**1,200**	**3,741**	**11,476**
Authorised and contracted for	**15,809**	**579**	**3,133**	**19,521**
	22,344	**1,779**	**6,874**	**30,997**
At 31 December 2020 (Audited)				
Authorised but not yet contracted for	5,395	1,533	3,871	10,799
Authorised and contracted for	16,121	491	2,861	19,473
	21,516	2,024	6,732	30,272

26 Approval of Interim Financial Report

The interim financial report was approved by the Board on 12 August 2021.