
MEMORANDUM OF UNDERSTANDING
(concerning WiFi pilot)

dated the _____ day of _____, 2006

between

TRAXCOMM LIMITED

and

[INSERT NAME OF PILOT PARTICIPANT]

THIS MEMORANDUM OF UNDERSTANDING (this “MOU”) is made and entered into this _____ day of _____ 2006 between:

TRAXCOMM LIMITED, a Hong Kong corporation, whose registered office is situate at 17th Floor, MTR Tower, Telford Plaza, Kowloon Bay, Hong Kong (“**TraxComm**”); and

[INSERT NAME OF PILOT PARTICIPANT], a Hong Kong corporation, whose registered office is situate at **[INSERT REGISTERED OFFICE ADDRESS]** (“**Pilot Participant**”).

(each of TraxComm and Pilot Participant are also hereinafter referred to collectively as “**Parties**” and individually as “**Party**”).

WHEREAS, the Parties wish to enter into this MOU to form the foundation to explore the possibility of the Pilot Participant participating as one of potentially a number of participants in a WiFi pilot programme to be devised and/or implemented by TraxComm in certain MTR Stations.

NOW THEREFORE, the Parties hereto, in view of the foregoing premises and in consideration of the mutual covenants contained herein, mutually agree as follows:

1 Scope of the MOU

The information contained in Schedule 1 (Key Commercial Terms) and Schedule 3 (Technical Schedule) provides a summary of key commercial terms and technical specifications currently envisaged by TraxComm for a WiFi pilot programme likely to be devised and/or implemented by TraxComm in certain MTR Stations. TraxComm reserves the right to change the pilots and the schedules at any time. These information are commercial-in-confidence proprietary information belonging to TraxComm. The Pilot Participant enters into this MOU to, amongst other things, confirm that it has serious interest to be accepted as one of the participants in the said WiFi pilot programme.

After executing this MOU, the Pilot Participant undertakes to mobilize its resources and conduct good faith negotiations with TraxComm (and other participants in the WiFi pilot programme as may be requested by TraxComm) with the view of entering into final and binding definitive contracts to enter into the WiFi pilot programme by no later than 30 March 2007 (subject to extension by notice in writing from TraxComm). The Pilot Participant shall, by no later than 3 January 2007, complete and return its irrevocable binding offer to TraxComm using the Offer Form attached as Schedule 2 (Offer Form).

Nothing in this MOU should be construed in any way as an offer of any kind, and the Pilot Participant acknowledges that further discussions may or may not lead to a transaction or business relationship, and TraxComm reserve its absolute discretion on whether to accept the offer. TraxComm does not assume any liability by entry into this MOU.

2 Costs and Expenses

Unless otherwise agreed, all expenses incurred in relation to, in performance of or in connection with this MOU shall be borne solely by the Party that incurred it.

3 Confidentiality and Proprietary Information

The Pilot Participant agrees that all information provided by and exchanged with TraxComm in connection with or related to the subject matter of this MOU, whether written, documentary, electronically held or oral, including but not limited to information contained in the Schedules hereto, (altogether hereinafter referred to as “**Confidential Information**”) shall be kept permanently confidential and shall not be disclosed or given to any third party without the prior written consent of TraxComm. Pilot Participant acknowledges and agrees that TraxComm reserves the right to take any action at law or equity to which it may be entitled in the event of breach or threatened breach, whether in full or in part, of this obligation of confidentiality. Pilot Participant hereby further acknowledges that the fact that the Parties have entered into this MOU is Confidential Information and Pilot Participant shall disclose the same to any third party whomsoever without the prior written consent of TraxComm. Upon termination of this MOU, Pilot Participant shall follow the request of TraxComm either destroy all copies of the Confidential Information or return to TraxComm all copies of the Confidential Information and further will certify in writing that it has complied fully with the request under this clause. Pilot Participant shall not make any announcement or carry out any publicity whatsoever in connection with this MOU or any activities contemplated thereafter without the prior written approval of TraxComm.

4 Term of the MOU

This MOU shall become effective upon execution and shall continue in effect thereafter until terminated by mutual agreement between the Parties, by TraxComm providing notice, or by operation of laws.

5 Relationship between the Parties

Each Party is and will remain at all times an independent contractor fully responsible for its own acts or defaults (including those of its employees and agents). No Party is authorized and no party or its employees, agents or representatives may at any time act or attempt to act on behalf of another Party to bind another Party to any obligations. No Party or its employees, agents or representatives may engage in any act which may lead any representative of another Party to believe that such Party is an employee, agent or representative of that other Party. Nothing in this Agreement constitutes a partnership, joint venture, agency or any other business association between the Parties.

6 Amendments

Modifications, supplements and amendments to this MOU must be mutually agreed to in writing by the Parties. No change, modification, alteration or addition to any provision, or waiver of any provision of this MOU shall be valid unless set forth in writing and signed by each Party.

7 Rights of MTR

Notwithstanding any provisions of this MOU and any definitive agreements to the contrary, Pilot Participant acknowledges and agrees that the efficient operation of the Mass Transit

Railway is a paramount consideration in the performance of and in giving effect to any provision of this MOU and the definitive agreements. TraxComm reserves the right to suspend (and in its discretion reactivate) its performances under this MOU and the definitive agreements in the event the MTR Corporation closes the Mass Transit Railway, any MTR Station or any part thereof at any time or conducts emergency operations. If TraxComm exercises such rights it shall not be considered a breach of this MOU and it shall not be liable for any loss, damage or liability sustained in connection thereto. TraxComm's standard "Railway Paramount" clause will appear in the definitive agreements. TraxComm and MTR Corporation shall maintain use, access and control of area within the mass railway transit system include all tunnels, stations, sub-stations, conduits, pipes, services, staircase, entrances, exits, pedestrians, vent shafts and all structures and facilities ancillary thereto, and Pilot Participant and its personnel must at all times strictly abide by all access, security, safety procedures and all relevant by-laws of MTR Corporation and TraxComm.

8 Assignments

Pilot Participant may not in any way assign or otherwise part with its rights hereunder without the prior written consent of TraxComm.

9 Force Majeure

Notwithstanding any provisions in this MOU, neither Party shall be liable for any failure to fulfill an obligation under this MOU if such a fulfillment is delayed, prevented, restricted or interfered with for any reason as a result of a Force Majeure event. As used herein, "Force Majeure" means anything outside the reasonable control of a Party affected including acts of God, industrial disputes of any kind, war declared, blockade, disturbance, lighting, fire, earthquake, storm, flood, explosion or meteor, or by law or any power lawfully exercised by any government agency with competent authority, inability or delay in granting governmental or other approvals, consents, permits, licenses or authorities, or network outage or degradation which that Party cannot reasonably control.

10 Governing Law and Jurisdiction

This MOU shall be governed by the laws of the Hong Kong Special Administrative Region of the People's Republic of China whose courts shall have exclusive jurisdiction.

11 General

Any failure, delay, relaxation or indulgence by a Party in exercising any power or right conferred on that Party by this MOU does not operate as a waiver of that power or right unless expressed in writing to be a waiver. In entering into this MOU the Parties have not relied on any representations or warranties about its subject matter except as provided in this MOU. This MOU may be executed in any number of counterparts. All counterparts, taken together, constitute one instrument. This MOU supersedes all previous agreements in respect of its subject matter and constitutes the entire agreement between the Parties.

[Signature sections appearing on the next page]

IN WITNESS WHEREOF, the Parties have caused this MOU (concerning WiFi pilot) to be duly executed and delivered by their respective duly authorized officers on the date first above written.

Signed for and on behalf of)
TRAXCOMM LIMITED)
by its authorized representative,)
)
_____)
in the presence of:)

Signed for and on behalf of)
[INSERT COMPANY NAME])
by its authorized representative,)
[INSERT NAME OF AUTHORIZED REP.])
in the presence of:)

Schedule 1 (Key Commercial Terms)

Three (3) scenarios are being discussed.

Scenario 1: Hotspot Coverage of 4 MTR stations -Commercial Terms

Timeline and Cost

- The pilot period will be from 1st June 2007 to 31st May 2010.
- The number of pilot participant will be limited to 4.
- The minimum pilot fee payable by each pilot participant is HK\$2.5M.
- If the number of pilot participants is greater than 4, TraxComm will determine the final 4.
- If the number of pilot participant is less than 4, each of the participants is required to pay the following additional fee on top of the HK\$2.5M discussed above.

No. of participants	Additional fee
1-2	TraxComm to decide whether to pull out and cancel programme
3	HK\$0.9M

- TraxComm will have the final decision to continue the pilot if there are less than three participants.
- The payment schedule of the pilot fee (including the “additional fee” specified above, if applicable) is set out in the table below:

Percentage of pilot fee	Due Date
50%	Upon signing of a definitive agreement concerning the WiFi pilot programme further to this MOU
20%	Upon TraxComm confirming that the WiFi access network covering 4 MTR stations (namely Central, Causeway Bay, Tsimshatshui and Mongkok) is ready for delivery
10%	1 June 2007
10%	1 June 2008
10%	1 June 2009

Obligations

- The indicative technical configuration and specifications are attached in Schedules 3 of this MOU.
- TraxComm will oversee:-
 - Building of the WiFi access network covering 4 MTR stations namely Central, Causeway Bay, Tsimshatshui and Mongkok. TraxComm will own the assets of the above WiFi access network;
 - Operating and maintaining the network throughout the pilot period;
- Throughout the pilot period, TraxComm will reserve one SSID and VLAN to MTR Corporation for internal uses.

- Each participant may not in any way utilize the WiFi access network other than to provide WiFi access services to end-users during the pilot period, provided always that the participant may not without the prior written consent of TraxComm provide WiFi access services to any entity that will or may resale, or have the capacity to in any way resale the WiFi access. Each pilot participant is responsible for:-
 - Selling, marketing and all customer services activities.
 - Collecting the relevant statistics and data for TraxComm throughout the pilot period.
- TraxComm will spend not less than HK\$2M on advertising and promotion within/to MTR Corporation and/or MTR System to publicize the WiFi coverage of the participants. Pilot participants will be invited to draw lot to determine their logo positions. If all the pilot participants and TraxComm collectively decide in writing that more budget is needed for advertising and promotion beyond that spent by TraxComm, then each of the pilot participants will evenly contribute to the extended budget.

Expanded Network

- TraxComm will make the go-or-no-go decision, on or before October 2009. If it is a go-decision, TraxComm will determine the implementation schedule of the Expanded WiFi network.
- If it is a go-decision, the following conditions apply:-
 - TraxComm will first offer the pilot participants an opportunity to accept or refuse an opportunity participate in funding and implementing the Expanded WiFi network with a fundamental condition that the participants must undertake to share revenue with TraxComm subject to a minimum annual commitment amount. In finalizing the share revenue percentage in the definitive agreements, the parties will take into account “savings” resulted from the initial pilot CAPEX investment;
 - If at least one of these pilot participants have accepted the expansion participation offer then, within the 3 years period immediately following the go-decision, TraxComm will limit the number of actual participants to 4 (provided that TraxComm can invite other entities to participate if one or more of the pilot participants do not or no longer participates in the expansion).

Scenario 2: Hotspot Coverage of 10 MTR stations -Commercial Terms

Timeline and Cost

- The pilot period will be from 1st July 2007 to 30th June 2010.
- The number of pilot participant will be limited to 4.
- The minimum pilot fee payable by each pilot participant is HK\$5M.
- If the number of pilot participants is greater than 4, TraxComm will determine the final 4.
- If the number of pilot participant is less than 4, each of the participants is required to pay the following additional fee on top of the HK\$5M discussed above.

No. of participants	Additional fee
1-2	TraxComm to decide whether to pull out and cancel programme
3	HK\$1.7M

- TraxComm will have the final decision to continue the pilot if there are less than three participants.
- The payment schedule of the pilot fee (including the “additional fee” specified above, if applicable) is set out in the table below:

Percentage of pilot fee	Due Date
50%	Upon signing of a definitive agreement concerning the WiFi pilot programme further to this MOU
20%	Upon TraxComm confirming that the WiFi access network covering 10 MTR stations (namely Prince Edward, Mongkok, Yaumatei, Jodan, Tsimshatsui, Admiralty, Central, Sheung Wan, Wanchai, Causeway Bay) is ready for delivery
10%	1 July 2007
10%	1 July 2008
10%	1 July 2009

Obligations

- The indicative technical configuration and specifications are attached in Schedule 3 of this MOU.
- TraxComm will oversee:-
 - Building of the WiFi access network covering 10 MTR stations namely Prince Edward, Mongkok, Yaumatei, Jodan, Tsimshatsui, Admiralty, Central, Sheung Wan, Wanchai, Causeway Bay. TraxComm will own the assets of the above WiFi access network;
 - Operating and maintaining the network throughout the pilot period;
- Throughout the pilot period, TraxComm will reserve one SSID and VLAN to MTR Corporation for internal uses.

- Each participant may not in any way utilize the WiFi access network other than to provide WiFi access services to end-users during the pilot period, provided always that the participant may not without the prior written consent of TraxComm provide WiFi access services to any entity that will or may resale, or have the capacity to in any way resale the WiFi access. Each pilot participant is responsible for:-
 - Selling, marketing and all customer services activities.
 - Collecting the relevant statistics and data for TraxComm throughout the pilot period.
- TraxComm will spend not less than HK\$3M on advertising and promotion within/to MTR Corporation and/or MTR System to publicize the WiFi coverage of the participants. Pilot participants will be invited to draw lot to determine their logo positions. If all the pilot participants and TraxComm collectively decide in writing that more budget is needed for advertising and promotion beyond that spent by TraxComm, then each of the pilot participants will evenly contribute to the extended budget.

Expanded Network

- TraxComm will make the go-or-no-go decision, on or before October 2009. If it is a go-decision, TraxComm will determine the implementation schedule of the Expanded WiFi network.
- If it is a go-decision, the following conditions apply:-
 - TraxComm will first offer the pilot participants an opportunity to accept or refuse an opportunity participate in funding and implementing the Expanded WiFi network with a fundamental condition that the participants must undertake to share revenue with TraxComm subject to a minimum annual commitment amount. In finalizing the share revenue percentage in the definitive agreements, the parties will take into account “savings” resulted from the initial pilot CAPEX investment; and
 - If at least one of these pilot participants have accepted the expansion participation offer then, within the 3 years period immediately following the go-decision, TraxComm will limit the number of actual participants to 4 (provided that TraxComm can invite other entities to participate if one or more of the pilot participants do not or no longer participates in the expansion).

Scenario 3: Option:- Exclusivity Coverage of MTR stations -Commercial Terms

Timeline and Cost

- Construction of pilot network to begin after signing the definitive agreement. The pilot period will be from 1st July 2007 to 30th June 2010.
- The number of pilot participant will be limited to 1.
- The participant is required to nominate a pilot fee price to be named as the sole pilot participant. The participant is encouraged to nominate a price if the network is extended to cover trains running along the entire rail tracks covering MTR stations (appearing on the publicly available railway network diagram of the Mass Transit Railway network as at 1 November 2006) except AEL stations namely Hong Kong, Kowloon, Tsing Yi, Airport and AWE stations.
- The payment schedule of the pilot fee is set out in the table below:

Percentage of pilot fee	Due Date
70%	Upon signing of a definitive agreement concerning the WiFi pilot programme further to this MOU
10%	1 July 2007
10%	1 July 2008
10%	1 July 2009

- In making its offer, the pilot participant must expressly state in detail whether or how much in turns of scope and fees (with detailed breakdowns) it intends to outsource the building, operation, maintenance and/or other services concerning the WiFi access network (e.g. engaging TraxComm as: (a) Project Coordinator with MTR Corporation; (b) System Integrator of network construction; (c) service provider of fibre backbone; and (d) service provider of station wiring/cabling) to TraxComm for TraxComm's evaluation.
- The participant must provide a detailed proposal setting out in detail all pertinent information, including but not limited to names and number of relevant stations, coverage area, detailed network design, network capacity, choice of equipment, implementation time table and scale of roll-out, operation/maintenance practices, service level, user applications and payment schedule to TraxComm (if any).
- The selected participant has the discretion to extend this 3 year term for a further 2 years by paying in advance the 2 years fee calculated based on two times the average amount payable to TraxComm over the course of the first 3 years.
- TraxComm will have the final decision to choose this option.

Obligations

- The pilot participant is responsible for:-
 - Building of the WiFi access network covering MTR stations except AEL stations namely Hong Kong, Kowloon, Tsing Yi, Airport and AWE stations;
 - Operating and maintaining the network throughout the pilot period;
 - Selling, marketing and all customer services activities.
 - Collecting the relevant statistics and data for TraxComm throughout the pilot period.
- The pilot participant has to reserve one SSID and VLAN or suitable network resources

to MTR Corporation for internal uses.

- The participant has to comply with all relevant laws, ordinances, rules, regulations, standards, codes of practice and instructions, including those issued or imposed by the MTR Corporation from time to time (including but not limited to all General Specifications (including but not limited to that for Maintenance Services, that for Electrical & Mechanical Works, and that for Building and Civil Engineering Works), General Conditions and Special Conditions, the Key Industrial Safety Precautions for Contractor, MTRC Rules and Procedures, Code of Practice, and all quality, performance and safety standards) and all reasonable requirements and directions of TraxComm in respect of the conduct of its workmen and agents at the MTR and the performance of the works and services. The subsequent conditions for the participant as a contractor within MTR stations will be provided upon request.
- After the pilot period, the pilot participant is required to promptly decommission the WiFi network and reinstate the premises and properties of MTR Corporation and TraxComm at that pilot participant's cost and expense to the satisfaction of MTR Corporation and TraxComm.

Schedule 2 (Offer Form)

[To be issued on the letterhead of the Pilot Participant]

Date: _____

TRAXCOMM LIMITED
17th Floor, MTR Tower
Telford Plaza, Kowloon Bay
Hong Kong

Dear Sirs,

Reference is made to the Memorandum of Understanding (concerning WiFi pilot) dated _____ 2006. Subject to the terms thereto, we write to provide this irrevocable legally binding offer to participate in the following:

(Please tick where applicable)

- Scenario 1;
- Scenario 1 or 2 as you deem appropriate; and
- Scenario 3[, and we will pay you a non-refundable sum of Hong Kong Dollars _____ (HK\$_____) if you accept to Scenario 3], further more our offer will:
 - include / not include (*delete "include" or delete "not include", as applicable*) proposal to provide WiFi coverage for all trains running along the entire rail tracks covering MTR Stations (appearing on the publicly available railway network diagram of the Mass Transit Railway network as at 1 November 2006) except AEL stations namely Hong Kong, Kowloon, Tsing Yi, Airport and AWE stations; and/or
 - include / not include (*delete "include" or delete "not include", as applicable*) proposal to outsource the building, operation, maintenance and/or other services concerning the WiFi access network (e.g. engaging TraxComm as: (a) Project Coordinator with MTR Corporation; (b) System Integrator of network construction; (c) service provider of fibre backbone; and (d) service provider of station wiring/cabbling) to TraxComm for your evaluation.

Yours sincerely,

Name:

Title:

Schedule 3 (Technical Schedule)

1. Architecture and Connectivity

1.1 The network topologies of the Pilot Network (PN) for Scenario 1 and 2 are depicted in the network schematics of Figure A and B respectively below and they are logically structured into 3 levels, the Access Point (AP) level, the MTR Station (MS) level and the Point of Interconnection (POI) level.

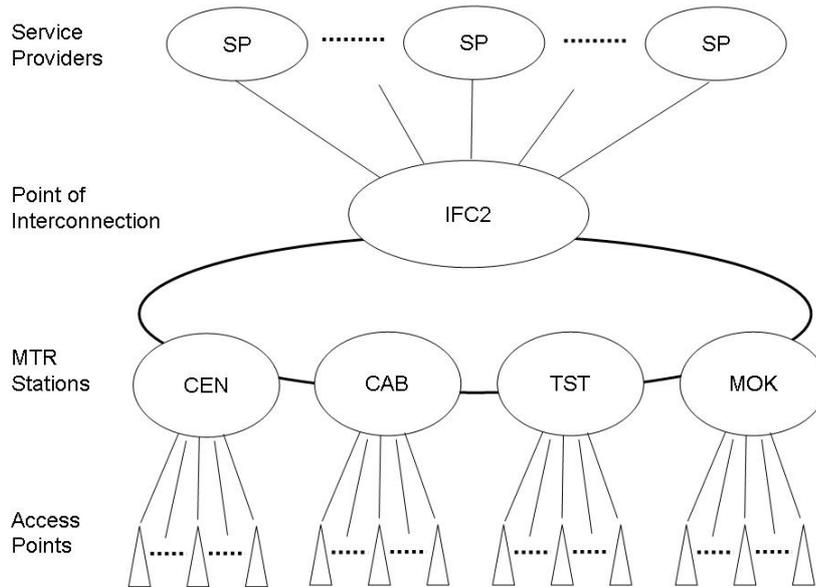


Figure A Network Schematics for Scenario 1

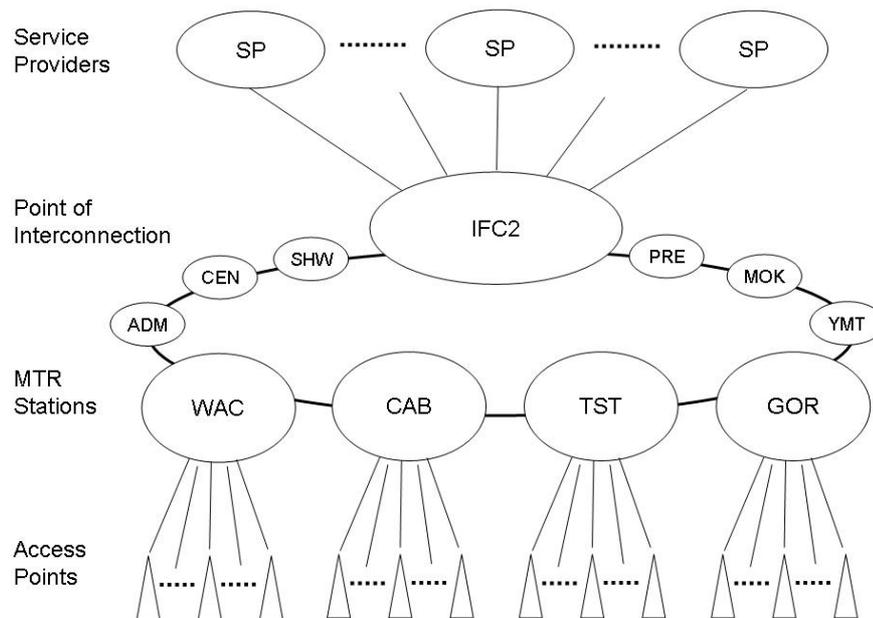


Figure B Network Schematics for Scenario 2

- 1.2 For both Scenario 1 and 2, the Point of Interconnection (POI) which acts as the network demarcations between Service Providers (SP) and TraxComm is selected to be International Financial Centre Two (IFC2).
- 1.3 For Scenario 1, the PN includes 4 MTR stations, Central (CEN), Causeway Bay (CAB), Tsim Sha Tsui (TST) and Mong Kok (MOK).
- 1.4 For Scenario 2, the PN includes 10 MTR stations, Sheung Wan (SHW), Central (CEN), Admiralty (ADM), Wan Chai (WAC), Causeway Bay (CAB), Price Edward (PRE), Mong Kok (MOK), Yau Ma Tei (YMT), Jordan (JOR) and Tsim Sha Tsui (TST).
- 1.5 At the AP level, an average of 4 to 6 wireless access points will be established at each of the selected MTR stations to provide hotspot radio coverage for user accesses through WiFi clients within the public areas of concourse floors.
- 1.6 Supporting WiFi protocol standards of IEEE 802.11 b/g at the AP level, the PN is designed to support end-to-end IP connectivity between WiFi clients and SP networks.
- 1.7 An outline of the interconnections between the MS level and the AP level within each MTR stations of the PN is illustrated in the network schematics of Figure C below.

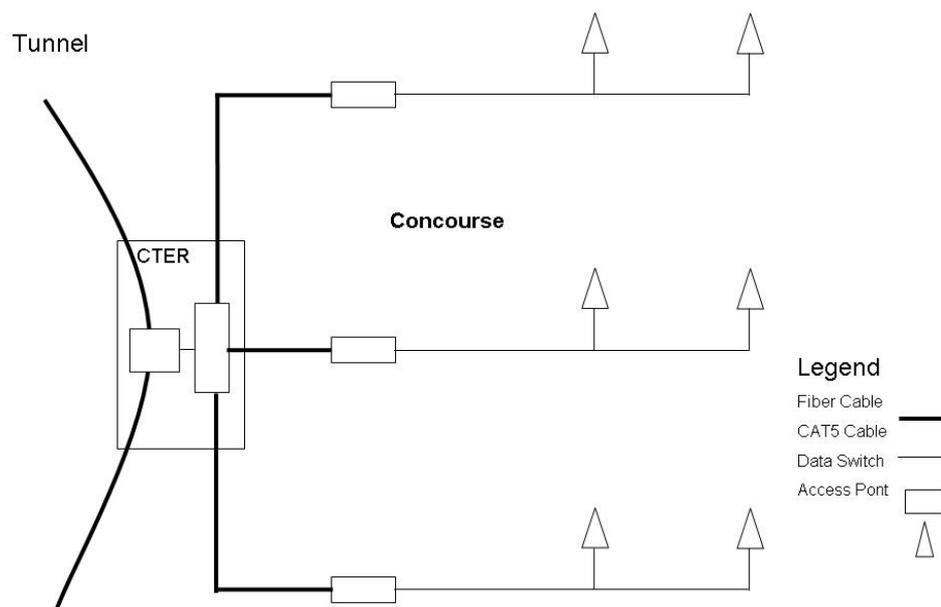


Figure C Network Interconnections at MTR Stations

- 1.8 With reference to Figure C, the data switches forming the Distribution System (DS)

interconnect the AP together to function as Extended Service Set (ESS) which is composed of one or more Basic Service Set (BSS) in infrastructure mode.

- 1.9 At the MS level, the user traffic originated/terminated at the AP level are firstly aggregated/distributed and then transported to/from the POI through an optical ring with fault resiliency protection of which the switchover time is planned to less than 100 ms.
- 1.10 The optical ring connecting the POI and the MTR stations of the PN runs through the MTR tunnel providing a high degree of reliability and security.
- 1.11 At the POI level, the network traffic to/from the MS level is centralized and independently relayed to/from individual SP via a pre-defined separated network interface.
- 1.12 An optical 100 Base-X Fast Ethernet interface will be provided for each SP at the POI for Scenario 1 while an optical 1000 Base-X Gigabit Ethernet interface will be provided for each SP as the POI for Scenario 2.
- 1.13 Given a clear demarcation between the POI and SP, the protocol and connectivity underneath the POI level is hidden from each SP so that each SP is expected not to get involved in the internal routing/switching aspects of the PN.
- 1.14 The logical interfaces between SP and the POI interoperate at layer-2 Ethernet protocol with a configuration option for redundant links of which the failure restoration time is planned to be less than 100 ms while the associated physical interface is a pre-assigned optical connector, normally single-mode, fixed on a fibre panel.
- 1.15 The whole PN from the AP level, via the MS level, to the POI level, is segmented into a set of logical network partitions in the form of multiple VLAN and each of the logical network partition will group WiFi clients made access to the PN within the associate VLAN regardless of physical locations.
- 1.16 While broadcasting multiple Service Set Identities (SSID), AP segments traffic to different VLAN based on SSID and each SP will be given one of the SSID so that each SP will be allocated to an individual VLAN according to the given SSID.
- 1.17 The IP addresses of WiFi clients will be assigned dynamically by each SP from its own pools of address blocks which should not be in conflict with the private address pools assigned to the network elements of the PN.

2. AAA and Security

- 2.1 At the AP level, the PN broadcasts multiple SSID simultaneously to facilitate the accesses of WiFi clients to the VLAN assigned to the corresponding SP.
- 2.2 Under each SSID, the PN enforces a set of policies and rules governing the access

of WiFi clients to the PN

- 2.3 WiFi clients have to select one of the SSID broadcast by the AP of the PN in order to log on the VLAN assigned to the corresponding SP
- 2.4 The Authentication, Authorization and Accounting (AAA) of WiFi clients will be handled by each SP on its own and the PN will direct the log on requests to individual SP via the network interface at the POI based on the selected SSID of the WiFi clients and interrogates with the RADIUS/DHCP/Web server of each SP according to a pre-defined protocol sequence and attribute set.
- 2.5 Depending on the results of the AAA performed by the SP, the WTN enforces WiFi clients to log on or log out the assigned VLAN of the selected SSI.
- 2.6 Under normal configuration, each SP is expected to build its own web portal to handle the log on requests which are generated by WiFi clients and diverted by the PN but options like MAC address filtering and 802.11x can be considered at special requests subject to technical feasibility.
- 2.7 Under normal configuration, the PN does not enforce any data encryption and security at the AP level of the PN but options like WEP and WPA can be considered at special requests subject to technical feasibility.
- 2.8 At the POI level, the PN enforces security measures to prevent illegal accesses of SP outside their own boundaries or to the internals of the PN.
- 2.9 Each VLAN of the PN behaves as an independent, isolated and self-governing entity which prevents data snooping/sniffing/tapping/monitoring/pinging from one another.

3. Coverage and Performance

- 3.1 The AP normally utilizes the non-overlapping frequency channels 1, 6 and 11 at 2.4 GHz band assigned by IEEE 802.11 b/g standards to provide hot-spot radio coverage at the MTR stations of the PN.
- 3.2 The PN installs 4 to 6 AP on average at the suitable locations within the public areas on the concourse floors of the selected MTR stations and the radius of radio coverage for each AP falls within the range of 15 to 20 meters.
- 3.3 Under a mixed environment of IEEE 802.11 b/g, each AP supports an average of 8 Mbps data throughput and a maximum of 20 concurrent users.
- 3.4 For Scenario 1, a maximum of 100 Mbps bandwidth can be aggregated at the corresponding network interface of the POI for each SP.
- 3.5 For Scenario 2, a maximum of 200 Mbps bandwidth can be aggregated at the corresponding network interface of the POI for each SP.

3.6 The PN is planned to maintain above 99% of overall network availability on average during the traffic hours of MTR from 06:00 in the morning to 01:30 after midnight.

4. Standards and Practices

4.1 The PN is designed, built and operated with compatibilities to the standards and practices of the MTR in the environmental, electrical, mechanical, operational, and safety aspects.

4.2 The PN is designed in such a manner that it can be installed, tested and commissioned without adversely affecting the operation or safety of the MTR

4.3 All cablings of the PN inside the MTR stations/tunnels have low-smoke, low-fume, halogen free and fire retardant properties.

4.4 The PN operates reliably in terms of performance and functionality in the electromagnetic environment existing on the stations/tunnels of the MTR and does not affect other third party within or near the stations/tunnels of the MTR.

4.5 The PN ensures no interference to other equipment and services including parties external to the MTR.

- End -