

**交通事務委員會**

**鐵路事宜小組委員會會議**

**在 2018 年 10 月 29 日會議上提出，  
並在 2018 年 12 月 7 日會議上通過有關  
就"2018 年 10 月 16 日港鐵 4 條鐵路線服務受阻"動議的議案**

現時港鐵事故延誤的罰款機制(服務表現安排)，訂明若事故期間，列車仍維持有限度服務，罰款只會計算受延誤影響最長一班列車的時  
間，作為罰款基準。

本會認為現行罰款機制未能反映多宗事故的嚴重性，促請政府與港鐵應盡快檢討有關機制安排，例如將整段延誤時間及受影響乘客人數等等加入相關機制作為參考元素。

動議人：林卓廷議員

(Translation)

**Panel on Transport**

**Subcommittee on Matters Relating to Railways**

**Motion on "Service disruption of four MTR lines on 16 October 2018"  
raised at the meeting on 29 October 2018 and passed at the meeting held on  
7 December 2018**

Under the current penalty mechanism for MTR service disruption incidents (i.e. the Service Performance Arrangement), if limited train service is maintained during an incident, only the train journey with the longest service delay will be taken as the basis for calculating the level of fines.

This Subcommittee considers that the existing penalty mechanism fails to reflect the seriousness of the spate of incidents that have occurred, and urges the Government and the MTR Corporation Limited to expeditiously review the arrangements under the mechanism, such as including the entire duration of the service disruption and the number of passengers affected, etc., in the relevant mechanism as reference factors.

Moved by: Hon LAM Cheuk-ting