交通事務委員會

在 2019 年 4 月 26 日會議上提出，
並在 2019 年 5 月 17 日會議上通過有關
"2019年港鐵票價調整"的議案

現行港鐵罰款機制，只計算事故中延誤最長一班列車的延遲時間，以決定罰款金額，根本不足以反映事故影響的範圍和時間長短，例如於2017年8月觀塘綫故障，列車服務受影響逾十小時，輿論普遍認為應該重罰港鐵，但按「服務表現安排」機制只計算延誤最長一班列車，最後只罰款200萬元，而無考慮事故影響達十小時及影響十七個車站的嚴重情況。

本會要求制定新罰款計算方程式，分別以『延誤服務』及『暫停服務』作為兩級罰款基數，再以基數乘以『受影響時數』及『受影響站數』，以更準確反映事故的影響範圍及時間，按嚴重性釐訂罰款。

有關建議方程式如下：

A．延誤服務
罰款基數　X　受影響時數　X　受影響站數　＝　罰款總額

B．停駛服務
較高罰款基數　X　受影響時數　X　受影響站數　＝　罰款總額

本會同時要求將港鐵管理層的花紅獎金與事故頻密及嚴重程度掛鈎，讓高層承擔責任。

動議人：林卓廷議員

Panel on Transport

Motion on "MTR fare adjustment for 2019"
proposed at the meeting on 26 April 2019 and
passed at the meeting on 17 May 2019

Under the existing penalty mechanism for the MTR Corporation Limited ("MTRCL"), only the longest train journey delay in an incident is taken into account when determining the level of penalty to be imposed and this mechanism is simply not adequate to reflect the extent to which and the duration in which train service is affected in the incident. For example, during the signalling failure of the Kwun Tong Line in August 2017, train service was affected for more than 10 hours. While there were general public comments that MTRCL should be penalized heavily, it was ultimately fined a mere $2 million under the "Service Performance Arrangement" which only took into account the longest train journey delay in the incident without considering the severity of the incident that it lasted for ten hours and affected 17 stations.

This Panel requests that a new penalty calculation formula be devised, under which the level of penalty is calculated on the basis of the two-tiered penalty base rate of "service delay" or "service suspension", and multiply the penalty base rate by "the number of hours of service delay or service suspension" and also by "the number of stations affected" so as to reflect more accurately the extent to which and the duration in which train service is affected in an incident and to determine the level of penalty according to the severity of the incident.

The proposed formulae are as follows:

A. For service delay:

Penalty base rate X Number of hours of service delay or service suspension X Number of stations affected = Level of penalty

B. For service suspension:

Higher penalty base rate X Number of hours of service delay or service suspension X Number of stations affected = Level of penalty

This Panel also requests that the bonuses and gratuities of the senior management of MTRCL be linked to the frequency and severity of train service disruption incidents so that the senior management will be held accountable.

Moved by: Hon LAM Cheuk-ting