

社評
雙語道

港鐵問責機制落實到管理層，要待何時？

When will MTR management be under accountability system?

原文

下文摘錄自12月6日香港《文匯報》：

港鐵將軍澳線日前發生列車接駁機件嚴重故障，造成服務暫停4小時。而11月13日荃灣線油麻地站剛發生列車出軌、車門飛脫的嚴重事故。不到一個月時間，港鐵接連發生嚴重事故、造成服務延誤，嚴重影響市民出行，暴露出安全管理存在不容低估的問題。每次出現事故，政府按機制處罰，但多年效果不彰。輿論早就指出，處罰機制只罰公司、不罰管理層，問責不落實到個人，對港鐵完善管理、防範事故效果有限。加強問責，將問責機制與港鐵管理層評核、待遇掛鉤，是社會各界共識，政府應尊重民意，下決心整頓港鐵管理，確保鐵路交通服務安全高效優質。

港鐵是本港最重要的公共交通工具，日均客量超390萬人次、佔公共交通市場的47%以上。但近年鐵路交通出現安全事故的次數越來越多，越來越頻密，受影響的市民亦越

來越多。這些事故揭示港鐵安全管理存在隱患，事故後的應急處理亦有很大改善空間。

發生事故、造成服務延誤後，按照「服務表現安排」機制，政府依例處罰港鐵，每宗上限2,500萬元。12月5日的事故導致港鐵服務延誤4小時，按例將處罰500萬元。過往6年，政府每年對港鐵的罰款約2千萬元，其中2019年發生多宗大型事故，導致罰款金額達8,650萬元的歷史高峰。可嘆重罰之下，事故依然頻頻發生。社會各界質疑，相關懲罰機制對防範屢見不鮮的事故，究竟有多少阻嚇作用？港鐵每年盈利數以百億計，數千萬罰款不過九牛一毛；最關鍵是罰款機制只是針對公司，與管理層無關，無法讓管理層提高責任意識、改善港鐵管理水平。

社會各界一直呼籲，對港鐵懲罰機制須與管理層的績效薪酬掛鉤，一旦出現嚴重事故，應扣減甚至取消管理層的年度花紅。每次嚴重事故後，這些質疑、呼籲就成為老生常談，社會各界都感覺失望麻木了，不知問

責制何時能夠真正完善。

事實上，特區政府早已推行問責制，問責官員必須以實績贏取市民的信任和支持，一旦出現重大過失，須躬身問責。本屆特區政府在施政報告訂立過百個KPI，行政長官李家超更表示，「如果有人失職、不積極、躲懶、怠慢等，就要問責。」特區政府、官員都要求更有效率、更負責任地為市民服務，港鐵作為公共機構，管理層有何特權不用問責？

有意見指出，港鐵事故頻繁、改善無力，與港鐵「一鐵獨大」有關。特區政府交通策略長期向港鐵傾斜，有保障交通服務穩定、推動環保的考量，但客觀上造成港鐵沒有足夠動力改善服務。針對港鐵缺乏競爭下事故層出不窮，特區政府有必要全面檢視本港的交通服務規劃，引進更多市場競爭者，包括合理拓展巴士等其他公共交通的市場空間，促使港鐵更專注提升交通服務，更有效保障市民安全高效出行。



◆ 港鐵近月出現多宗嚴重事故。圖為11月13日列車車門飛脫事故發生後，大批乘客打開車尾門走下路軌徒步離開的情況。 資料圖片

譯文

A train of Mass Transit Railway Corporation Limited (MTRCL) on Tsung Kwan O Line suffered mechanical failure recently because connecting couplings between two carriages loosened, which forced a four-hour service disruption. Another severe incident happened on 13 November, when a train on Tsuen Wan Line derailed in Yau Ma Tei Station, causing several doors to fall off. In less than a month, MTR has had a series of major incidents and service disruptions, which have seriously affected the travelling public and revealed the safety management problems that cannot be underestimated. For each incident, the Government has imposed penalties in accordance with the mechanism, which have been ineffective for years. Public opinion has long held that if penalties are imposed on the company instead of the management and if individuals are not held accountable, the penalty mechanism has limited effect on improving MTRCL management and preventing incidents. It is the consensus of the community that the accountability mechanism should be strengthened and linked to the appraisal and remuneration of the MTRCL management, which the Govern-

ment should respect and get determined to overhaul the MTRCL management to ensure safe, efficient and quality rail services.

MTR is the most important public transport network serving Hong Kong, with an average daily patronage of over 3.9 million, accounting for over 47% of the public transport market. However, in recent years, an increasing number of and more frequent railway safety incidents have happened, affecting more and more commuters, which reveals that there are hidden problems in safety management of MTRCL and the handling of emergency situations leaves much to be desired.

According to the Service Performance Arrangement, the Government can impose on the MTRCL financial penalty in amount as high as \$25 million, for each incident leading to a train service disruption; therefore, the MTRCL is subject to penalty of \$5 million for the 4-hour service disruption on 5 December. In the past six years, the penalties that the Government imposed on MTRCL each year were around \$20 million, and the amount in 2019 was record high - \$86.5 million, because of a number of major incidents. Despite the heavy penalties, incidents still occurred frequently. Various sectors of

the community have questioned the deterrent effect of the penalty mechanism on preventing the frequent incidents. The penalty of tens of millions of dollars, when compared to MTRCL's annual profit of tens of billions of dollars, is a drop in the bucket. The most important point is that the penalty mechanism only targets the company and has nothing to do with the management, which fails to prompt the management to raise their sense of accountability and improve the management of the MTRCL.

Various sectors of the community have been calling for a penalty mechanism linked to the performance pay of the management, so that in the event of a serious incident, the annual bonuses of the management should be slashed or even denied. These queries and appeals have become platitudeous after each serious incident, and the community has become numb with disappointment, wondering when the accountability will be truly improved.

As a matter of fact, the Government has already implemented the accountability system, under which Principal Officials must win the trust and support of the public by their performance and should be held accountable for major policy failures. The current Government has set over 100 KPIs in its

policy address, and Chief Executive John LEE Ka-chiu even said, "Any officials in breach of duty, lack of proactivity, shirking their responsibilities, or being negligent should be held accountable." The Administration are demanding more efficient and responsible services for the public, but what privileges does the management of the MTRCL, a public body, have to exclude them from the accountability?

There are views that frequent incidents of the MTRCL and the lack of improvement are related to the "hegemonic railway". The Government's transport strategy has long been in favour of the MTRCL, to ensure stable transport services and promote environmental protection, which, however, actually fails to motivate the MTRCL to improve its services. In view of the frequent incidents brought by the MTRCL's monopoly, the Government should fully review the planning of transport services in Hong Kong and introduce more market competitors, including the reasonable expansion of other public transport services such as buses, so that the MTRCL can focus more on improving its services and more effectively ensure safe and efficient travel for the public.

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古代英語如天書 文法詞彙全不同 皇帝贖金價格高 欠稅割鼻作懲罰

恒 大英萃

隔星期二見報

英文是香港兩大法定語言之一，大至法律文書，小至街招路牌，多以中英雙語擬就。如是在香港長大並接受教育的人，基本上都能講幾句英文。不過大家知不知道，現在我們所熟悉並學習的英語，本質上並不是「土生」的「英國語」，而是來自歐洲大陸的西日耳曼語。同時，現代英文詞彙大多數來自外來語言，是充滿自信的拿來主義。

在歐洲大陸入侵者（主要是盎格魯—撒克遜人，Anglo-Saxons）到來之前，大不列顛島居民主要講凱爾特語（Celtic），而一些受過高等教育的人，例如貴族及教士，也經常使用拉丁文以凸顯身份及用於宗教活動。在盎格魯—撒克遜人由歐洲到來之後，他們帶來的西日耳曼語分支，或稱盎格魯—撒克遜語，於公元五世紀逐漸演化為古英文（Old English），並一路延續到大約十一世紀。

許多香港學生或許對DSE中文卷中的文言文有所畏懼，皆因文言文無論文法或詞彙都與現代中文大相徑庭。學古文猶如學一門外語，甚至更難。其實相較文言文和現代漢語，古英文和現代英文的差別有過之而無不及。無論讀音、文法、詞彙，還是拼寫，都和現代英文有很多不同。以字母表為例，現代漢語只有26個字母，而古英文有49個。可以斷言，即使是英文母語者，如果未經訓練，也是完全聽不懂古英文，亦無法閱讀古英文文獻的。

公元1066年，諾曼征服英格蘭（Norman Conquest）之後，英文進入了中古英語（Mid-

dle English）時代。這時候，儘管發音上和古英文類似，但是文法已經大大簡化，並大量吸收法文詞彙而棄用許多古英文詞語。近代英文雛形也是在這時出現，但仍未標準化，同一詞語可能有數種不同的拼寫。然而，我們閱讀中古英文篇章時也可以揣摩出大意，而不像看古英文一般如讀天書不知所云。

中古英文一路演變，到了十五世紀，就進入了近代英文（Early Modern English）時代。近代英文和現代英文在文法、發音和拼寫等各個方面已經非常相似。莎士比亞的戲劇就是用近代英文寫成，人們理解他的文字並無特別困難。而到了工業革命前期，大量的現代科技詞彙和外來詞彙加入，使英文正式進入了現代英文時代。

從英文發展史來看，古英語前身盎格魯—撒克遜語本來就是外來語言。在1,700多年的發展史中，英語不僅吸收本土語言如凱爾特語的許多特點，還大量吸收世界各國的詞彙甚至文法為我所用，不但極大豐富了自身的表達能力，同時更容易讓世界接受而成為真正的世界語言。

英語在演化過程中表現出的開放包容態度，體現出真正的文化自信。



◆ 中古時代的英文與現今的英文分別極大，沒受過訓練根本看不懂。圖為13世紀簽署的《大憲章》原件。 資料圖片

英語世界

隔星期二見報

新冠疫情再加上國際形勢，通貨膨脹飆升，貨物價格高了不少。近來購物總覺得物品昂貴，付款多了，有時甚至會覺得價格高至不合理。「支付、花費」英文是「pay」，要說貨品很貴，得花上很多金錢，可以用不同的說法表達。

簡單易明的可用pay top dollar（付上頂級金錢），要取得最好的，就要付出最高金額top dollar，pay top dollar表示為某些東西用上很多錢，花費大量金錢。

To rent a flat in the city center, you have to pay top dollar.

要在市中心租一個單位，你要支付高昂租金。Many people are willing to pay top dollar for the newest mobile phone model.

很多人都願意支付高昂金錢去購買最新款的流動電話。

誇張一點說，花一大筆錢，可以是pay an arm and a leg，付出一隻手臂和一條腿。有人說cost an arm and a leg源於戰爭時候，軍人受傷失去手和腳，代價沉重，亦有人說是以前畫師索價昂貴，沒有給足夠金錢，畫師會少畫手臂和腿。這些說法雖然未必可信，但可以想像，斷臂和腿，價值都必定極為昂貴。

Oil prices have soared recently. We have to pay an arm and a leg for electricity.

油價最近飆升。我們為了支付高昂電費，花費不菲。They paid an arm and a leg for decorating their new house. Probably they don't have much money left now.

他們裝修新屋豪花了一筆，現在大概沒剩多少錢了。

如果覺得價錢真是很高，收費過分了，可以用pay a king's ransom（支付皇帝贖金）。中世紀時候，要換取被囚者獲釋，便要付上贖金（ransom），此外，亦有人綁架富有人家或有影響力人士，禁閉起來以勒索高額贖

金。皇帝被脅持了，當然要付出特別高昂的贖金。歷史上有記載，1192年，奧地利公爵曾俘虜了與他不和的英格蘭國王理查一世，換取了一大筆贖金，並把贖金用在邊境防禦。現在用pay a king's ransom強調付出大量金錢，或是花費大筆款項。

If you want to travel abroad during the summer vacation, you may have to pay a king's ransom for plane tickets and hotel rooms.

暑假期間想要外遊，可能要付出天價金錢購買機票和訂酒店房間。

Some parents pay a king's ransom to buy debentures at elite schools so that their children can get enrolled. 一些家長斥巨資購買名校債券，為子女取得學額。

「花費過高、付錢太多」，另一個說法是pay through the nose（付出一鼻子的錢），意思是花大量金錢，支付比實際價值為高的定價。據說這與鼻子稅有關。公元九世紀，丹麥人佔據愛爾蘭，以數鼻子普查人口以及徵稅，所以說人民透過鼻子繳稅，而鼻子稅很高，欠稅的會被割鼻子作為懲罰。現時引申pay through the nose表示花錢過多，超過所值。

Many people don't mind paying through the nose for brand names.

很多人不介意為購買名牌付出超多金錢。

During the pandemic, people paid through the nose for protective equipment and medicine.

疫情期間，人們付出很多金錢購買抬了價的防疫用品和藥物。花了很多錢，可以有不同的說法。人們為了心頭好，可以不惜金錢，願意pay top dollar，pay an arm and a leg，pay a king's ransom，但pay through the nose應該就有點不情願了，當然最好還是定價合理，市民不必亂花金錢。

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