



社評 雙語道

# 巴士申請大幅加價絕不合理

## Bus companies' push for sharp fare increases is utterly unjustified

原文

下文摘錄自2023年3月15日香港《文匯報》：

五間專營巴士公司申請加價，加幅介乎約一成至五六成之高，明顯遠超通脹和市民的負擔能力，十分不合理。本港過去三年受疫情影響，本地客和旅客數量均大減，導致巴士公司營運效益大降，是大幅加價的主因。但疫情是特殊情況，不可能要普羅市民完全承擔由此帶來的額外成本。政府應做好為市民把關的角色，與巴士公司商討合適的解決方案，包括以一次性的特別方案處理疫情帶來的成本上升問題。

根據政府提交的文件，今次巴士公司申請加價的幅度極高，九巴申請的加幅近一成，新巴、城巴市區線更劃一申請加兩元，來回機場的巴士加幅高達五成。

本港近年通脹平穩，最新的1月通脹亦僅2.4%。燃油成本，2022年全年國際油價也只是錄得個位數升幅。即使是人工成本，主要巴士公司疫情下已凍薪兩三年，新一年的加薪

幅度也只有3.5%至4.5%。如此計算，巴士公司動輒近一成的加幅，就顯得「獅子開口」。尤其是新巴、城巴市區線劃一申請加兩元，無論路途長短，殊不合理。如此加價方案缺乏理據，無法得到市民的理解。

其實導致巴士加價的真正原因，是疫情下客量減少，導致營運效益大降。根據運輸署數據，過去三年，巴士每天平均只有約300萬人次乘客，較疫情前的2019年下跌逾25%。尤其是在去年1月第五波疫情爆發後，整體巴士乘客量較疫情前跌幅超過五成。根據運輸署《交通運輸資料月報》，在最嚴峻的去年2月，全港各項公共交通工具服務的出行人次，單月跌近1億人次，情況比2003年「沙士」情況更差。

客量大減，一方面因為過去三年本港經歷多波疫情，不少機構、企業都在疫情高峰期推行在家辦公，而市民也出於防疫需要減少外出；另一方面本港在過去三年長時間關門，來自內地和海外旅客近乎絕跡。但必須強調，疫情

帶來的衝擊是特殊的、一次性的，並不是一種常態的變化。巴士公司現在按照過去三年在疫情下的營運數字來算賬，得出要大幅加價的結論，這是站不住腳的。

本港今年起已走出疫情陰霾，邁向完全復常。可以預期，巴士公司今年理應錄得較明顯的客量增長，營運效益亦會有很大提升。既然過去三年的經營環境因疫情而變得特殊，理應特殊情況特殊處理，而不應該由市民來「硬食」疫情引起的特殊成本。

面對巴士公司的加價要求，政府應與企業理性討論，商討合適的方案來應對。行政會議在考慮加價申請時要重視基層市民的負擔能力，絕對不能對巴士公司的加價申請照單全收。本港剛剛走出疫情陰霾，巴士公司等公用事業應該在社會復常初期少加價甚至不加價。政府應繼續鼓勵及協助巴士公司採取多管齊下的方式，開源節流，進一步提升營運效益及增加非票務收入，從而改善其財務狀況和提高服務水平。



◆五間專營巴士公司申請加價，加幅介乎約一成至五六成之高。資料圖片

譯文

The five franchised bus companies have applied to bump up their fares with an increase rate ranging from 10% to 50%, which is obviously far higher than the inflation rate and beyond the affordability of the public, thus being utterly unreasonable. The chief reason for the proposed sharp fare increases is the significant drop in the operating efficiency of the bus companies caused by drastic decrease of the number of tourists and local passengers because of the pandemic. However, the pandemic is a special circumstance and the additional costs it has brought should not be borne all by the general public. The Government should play its role as the gatekeeper for the public and negotiate with the bus companies for appropriate solutions, including a special one-off package to address the cost increase brought about by the pandemic.

The bus companies have applied for very high rates of fare increases this year, according to the documents the Government submitted: KMB asked for a 9.8 per cent rise, while New World First Bus (NWFB) and Citybus requested an across-the-board HK\$2 rise on HK Island and cross-harbour routes

and hoped for a 50 per cent increase on its airport routes.

Inflation in Hong Kong has been steady in recent years, with the latest inflation rate in January being only 2.4%. In terms of fuel costs, international oil prices rose only by a single digit in 2022. Even in terms of labour costs, the major bus companies have frozen salaries for two to three years in the pandemic, and the rate of pay rise this year would be only 3.5% to 4.5%. In this way, the bus companies' request for fare increases of nearly 10% is asking for an exorbitant price. It is particularly unreasonable for NWFB and Citybus to apply for a flat fare increase of HK\$2 across all urban routes, regardless of the length of the journey. Such a fare increase request is not justified and cannot be understood by the public.

The real reason for the bus fare increases is the falling patronage under the pandemic, leading to a significant drop in operating efficiency. In the past three years, the average daily bus patronage was only about 3 million, a drop of more than 25% compared to 2019, the year before the pandemic, according to the Transport Department. In particular, the overall bus patronage after the outbreak of the

fifth wave of the pandemic in January last year dropped by more than 50% compared to the pre-pandemic period. According to the Monthly Traffic and Transport Digest published by the Transport Department, the number of passenger journeys by all modes of public transport in Hong Kong in February 2022 dropped by nearly 100 million, worse than the situation of SARS in 2003.

The patronage dropped sharply because many organisations and enterprises encouraged their employees to work from home during the severest period of the pandemic and citizens travelled less than usual for disease prevention. Besides, Hong Kong has been under prolonged border control in the past three years, which blocked nearly all mainland or overseas visitors. However, it must be stressed that the impact of the pandemic is exceptional and one-off, and does not result in permanent change. It is untenable for the bus companies to base their calculations on the operating figures of the past three years under the pandemic and conclude that they have to increase their fares substantially.

Hong Kong has emerged from the shadow of the pandemic from this year and is moving towards full recovery. It is expected that the bus companies will

record a more significant increase in patronage this year, and that their operating efficiency will also be greatly enhanced. The operating environment in the past three years was special due to the pandemic, which should be dealt with on an exceptional basis, and the public should not be unreasonably made to "eat" the special costs incurred by the pandemic.

The Government should communicate with the bus companies in a rational manner on the requests for fare increases, and come up with appropriate solutions. The Executive Council, when considering fare increase applications, should take into account the affordability of the grassroots and should not approve the applications without questioning. As Hong Kong has just emerged from the pandemic, public service providers such as bus companies should reduce the increase rate of fares or even not increase their fares at the early stage of social recovery. The Government should continue to encourage and assist bus companies to adopt a multi-pronged approach to raise revenue and reduce expenditure, further enhance operational efficiency and increase non-farebox revenue, so as to improve their financial position and raise service standards.

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## 聽力過程可視化 分析原因增信心 差一點即未成功 下次再繼續努力

### 恒 大英萃

隔星期二見報

「我的聽力很差，因為老師很少給我們講聽力練習。」

一次下課，有位同學跟我解釋上課不敢回答問題的原因。他心情沮喪，稱自己很想提高聽力水準，但無論怎麼練，卻仍在原地徘徊。

那一瞬間，在他身上，我看到了太多英語學習者的身影。在過去所受的教育中，他們沒有機會系統地學習、訓練聽力，漸漸地這成了他們內心的陰影。

我想告訴這部分學生，聽力水準的提升看似無從下手，實則有方。根據Christine Goh (2008)的metacognitive instruction理論，聽力訓練應圍繞培養對聽力過程的認知 (metacognitive knowledge) 及運用聽力技巧的能力 (metacognitive strategies)。

造成聽不懂的原因很大程度在於對聽力的過程一知半解：應該向大腦下達什麼指令，讓它能良好地運作，直到聽懂呢？因而在教學中，應盡可能將聽力的過程可視化。以下為筆者的幾點建議。

#### 讀得快有口音 學生或聽不懂

一、聽力練習開始前，分析聽不懂的原因。根據我的一次隨堂調查，學生聽不懂的原因主要有以下幾點：1. 詞彙缺失；2. 語速過快；3. 口音不熟悉；4. 來不及記筆記。一旦查明原因，便可對症下藥，減輕對聽力的恐懼。

二、幫助學生拆解聽力步驟，掌握聽力技巧。當然，這不是說把聽力技巧一股腦兒地「投餵」給學生，而是要根據他們的特點和能力設計教學活動，幫助他們理解聽力的過程。

三、設定聽力的目標。在上課伊始就向學生明確：我們為什麼聽這段錄音、做這個聽力練習？例如告訴學生，我們要練習概括聽力內容的中心思想，初步掌握如何運用相關技巧。

#### 預測錄音內容 提前學重點詞

幫助學生理解聽力的內容，例如在聽力活動開始前，可以搭建「腳手架」，抽取聽力中的重點詞彙，讓學生以小組活動的形式，把單詞和相關圖片對應起來，並預測聽力的內容。在聽完後，讓他們就聽到的相關話題進行討論，加深對內容的理解。

展示聽力過程、講解聽力技巧、結合聽力文本，用通俗的語言和生動的例子向學生闡述：技巧是什麼？我們應該如何運用它們？

教學過程中，我常常會把「從聽力中找細節」比擬成「偵探抓嫌犯」的過程，抽取細節的關鍵是要對「線索」時刻保持敏感，即聽力問題中的關鍵詞，因為正確答案往往會在關鍵詞前後出現。

最後，應鼓勵學生互相交流，自我反思，探尋沒聽懂的原因，分析新方法和老方法的利弊，以加深對聽力過程的理解。

以上是我對英語聽力學習的一點拙見。相信經過努力，學生可以提升對聽力的信心，加深對聽力過程的認知，學會選用合適的技巧。當然，聽力學習的方法有很多，適合的就是最好的，一起加油吧！

### 英語世界

隔星期二見報

小時候上學讀書，老師會有獎勵，測驗達90分以上有貼紙等小禮物，得到89分，僅差一分，自然覺得遺憾，英文課的老師總會說almost, but not quite，意思是還差一點點。Almost是幾乎、將近，而not quite是不完全、不徹底，放在一起是強調很接近，但未達標。

Almost, but not quite, you got 89, one mark short. Try harder next time.

只差一點便夠了，你拿了89分，只差一分。下次多加把勁吧。

"I guess she is about 70 years old." "Almost, but not quite, she is already 75."

「我估計她約莫70歲了。」「很接近，差一點點，她已經75了。」

差一點就對了，就成功了，有另一個輕鬆的說法，是close, but no cigar (很接近了，可惜拿不到雪茄)。提到雪茄，學校環境可能不大適合，但close, but no cigar的意思跟almost, but not quite相似，都是表達差一點點就要成功，已經很接近，離正確或成功只差一步。

雖然沒有證實，但大都相信這說法源自美國的遊樂場文化。美國20世紀開始流行露天遊樂場、市集、馬戲團，設有很多攤位，有很多射擊、拋擲等遊戲供遊人玩耍，射中了目標或擲中了一定數目的目標會有禮物。現代遊樂場送的都是大公仔，但當時送的獎品是酒精類，例如威士忌，或者香煙類，例如雪茄。遊客錯失了目標，幾乎射中，或僅僅不夠數，只差一點點，失落了獎品，工作人員往往會喊close, but no cigar，又或者nice try, but no cigar (表現不錯，可惜拿不到雪茄)。後來用於日常生活中，就是說做事未

竟全功，沒有達到預期效果，功虧一簣，不能達成目標，得不到報酬。

"Did he win the competition?" "It was close, but no cigar. He came second."

「他贏了比賽沒有？」「功虧一簣，他得第二。」

It was a close but no cigar case for the police.

The gang leader escaped in the last minute. 警方的行動功虧一簣，未獲全勝。那匪幫首領在最後一分鐘逃脫了。

接近目標，但是未竟全功，close, but no cigar/nice try, but no cigar還是有些正面意味，帶點鼓勵。若負面一點，那就說a miss is as good as a mile (小敗無異於大敗)，輸了就是輸了。當中的miss指小失誤，而mile是英里，指大距離，以前的說法是An inch of a miss is as good/as bad as a mile of a miss (一吋的偏差無異於一哩的偏離)，意思是不論小錯失還是大錯誤，沒有分別，失敗始終是失敗，後果一樣。

A miss is as good as a mile. Even our team has lost by only a small margin; we won't be able to go to the final.

輸了就是輸了。我們一隊雖然只以些微分數落敗，始終無緣決賽。

He worked hard but his results were not good enough to get the scholarship. He was rather upset as to him a miss is as good as a mile.

他很有努力，但是他的成績還差一點點，拿不到獎學金。對他而言，等於失敗了，他很懊惱。

雖然只差一點，但a miss is as good as a mile，終歸沒有成功，close, but no cigar，沒有得到預期成果，即是說還是需要繼續努力。

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