



社評  
雙語道

# 「港車北上」申請程序有完善空間

Application process for Northbound Travel for Hong Kong Vehicles needs improvement

原文

「港車北上」計劃將於7月1日起實施，運輸署稱，首輪1,600名中籤者中，只有1,158人在限期內提交申請，有442人即逾四分之一「甩底」，由於不設遞補機制，名額等同浪費。「港車北上」受歡迎，名額值得珍惜，政府應檢視申請流程，參考澳門做法、聽取社會意見盡快完善。粵港澳大灣區應推動證照聯網互認的「軟聯通」，加快大灣區一體化融合。

「港車北上」需先於網頁登記抽籤，中籤後再提交申請。現時抽籤登記只須填寫香港車牌號碼、身份證首四個字、電郵地址等資料，無須輸入內地駕駛證。先抽籤、後申請的做法固然簡便，而且抽籤條件寬鬆，到申請才要補交文件，但也難免出現部分中籤者證件不齊的情況，最終只能放棄名額，造成浪費。

根據業內人士估計，中籤者放棄申請主要原因有：一是申請抽籤時未持有內地駕駛證，打算中籤後才通過兩地駕駛證互認換領機制辦理，但因種種原因未能在限期前換領成功；二是部分車主打算聘用司機北上，到申請階段才發現司機資料不齊全；三是申請人無申請規定要求提供的內地電話號碼。雖然特區政府在登記抽籤的網頁提醒登記者檢查自己是否符合資格，但不排除有登記者抱着「抽中再算」的心態參與。

以上問題可以通過完善申請流程來解決。相比「港車北上」，澳門與內地早在半年前已試行「澳車北上」，申請流程較為簡單成熟，值得本港參考。澳門不採用先抽籤、後申請的做法，而是第一步就要求申請人實名認證，包括要上載身份證、回鄉證、澳門和內地駕駛證等證明文件，以確認申請人符合資格。在名額分配上，澳門採用先到先得的形式，申請人在確認符合資格後，就可以選擇出行的日子，無須等抽籤結果。因此澳門不會出現中籤後不申請的情況。

對於有意見認為，應該在登記抽籤時確認申請者是否有內地駕駛證，運輸署表示，如此安排申請人便需要更長時間預備，為便利申請者登記電腦抽籤，署方認為維持現行安排較合適。但為避免浪費「港車北上」名額，運輸署應該認真聽取坊間意見，積極完善程序。例如可要求在申請者登記抽籤時，提供更多基本資料，包括內地駕駛證、回鄉證等；其次，可以考慮收取按金，以免中籤者輕易放棄；應設遞補機制，一旦有人放棄，就自動由後面的申請者補上；更可考慮設懲罰機制，如申請者連續兩次放棄名額，就取消一段時間申請資格。

粵港澳大灣區一體化發展是大勢所趨，港珠澳大橋硬件已建好，大灣區三地政府應該積極推動三地證件的互認和聯網認證，加快證照「軟聯通」，提升大灣區互聯互通。



◆「港車北上」計劃將於7月1日起實施，惟僅有1,158名中籤者在限期內提交申請。圖為港珠澳大橋。資料圖片

譯文

The scheme of Northbound Travel for Hong Kong Vehicles (The Scheme) will be launched on 1 July. According to the Transport Department, of 1,600 successful applicants of balloting in the first round, only 1,158 submitted their applications within the designated time, with 442 applicants, or more than one quarter of the applicants, having failed to fill their quota slots. The quotas are therefore wasted as there is no replacement mechanism. The Scheme is popular and the quotas should be cherished; therefore, the Government should review the application process, make reference to Macau's practice and listen to the views of the community to improve it as soon as possible. The Guangdong-Hong Kong-Macau Greater Bay Area (the Greater Bay Area) should promote the "soft interconnection" of mutual recognition of licences and certificates via the interconnected network to accelerate the integration of the area.

Eligible applicants are required to apply for the application ballot via the theme page of the Scheme, and successful applicants with application ballot allocated can then submit applications. At present, only the Hong Kong vehicle registration marks, the first four letter(s) and digits of the HKID Card number, and the email address are

required for the application ballot, and the driving licence of the Mainland is not required. The process of ballot application at first and application submission later is simple, and the requirements for the ballot application are lenient — additional documents are not required until the application submission, which makes it inevitable that some applicants have to waste their quotas because they cannot submit all the required documents.

According to the industry's estimation, the main reasons for applicants with ballot allocated to give up their applications are: firstly, they do not hold a driving licence of the Mainland when applying for the application ballot, and intend to apply, after winning the ballot, for the direct issue of the driving licence under the mechanism of mutual exchange of driving licences between Hong Kong and mainland China; however, they are unable to do so within the designated time. Secondly, some vehicle owners intend to hire a driver to travel to the Mainland but only find out that the driver's information is incomplete at the application stage. Thirdly, the applicants do not have a Mainland telephone number, one of the application requirements. Although the Government reminds applicants to check their eligibility on the webpage for computer ballot registration, it is still possible that

some applicants may register for computer ballot with the mentality of winning the ballot first and planning more details later.

The above issues can be solved by improving the application process. Compared to the Scheme, Northbound Travel for Macau Vehicles was launched on a trial basis six months ago, and its application process is simpler and more mature, which is worthy of reference for Hong Kong. Macau does not adopt the practice of balloting first and application later; instead, it requires real-name authentication in the first step — applicants should submit their identity cards, Home Return Permits, Macau and Mainland driving licences, etc. to confirm their eligibility. In terms of quota allocation, Macau adopts a first-come-first-served approach, and applicants can choose their travel dates after their eligibility is confirmed, without having to wait for the results of quota allocation. As a result, it will not happen that applicants with ballot allocated give up submitting their applications.

Regarding the view that applicants should confirm if they have a Mainland driving licence when registering for the ballot, the Transport Department said that it would require longer time for applicants to prepare, and thus considered it more appropriate to maintain the existing arrangement

as it facilitated applicants to register for computer ballot. However, to avoid wasting the quotas of the Scheme, the Transport Department should listen to the views of the public and actively improve the process. For example, applicants should be required to provide more basic information, such as their Mainland driving licence and Home Return Permit, etc., when they register for the ballot. Secondly, a deposit could also be considered to prevent applicants with quota allocated from giving up easily. A replacement mechanism should be put in place so that once someone gives up, the next applicant will automatically take up the place. Moreover, a penalty mechanism could be considered so that the applicant will be disqualified for a period of time if he gives up the quota twice in a row.

The integration of the Great Bay Area is the trend. With the hardware of the Hong Kong-Zhuhai-Macau Bridge well built, the governments in the Greater Bay Area should actively promote the mutual recognition and authentication of licences and certificates via the interconnected network, so as to expedite the "soft interconnection" of the documents and enhance the interconnection and intercommunication of the Greater Bay Area.

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## 學外語如學母語 更具學習效率

### 恒 大英萃

當你學習英語時，可能會花大部分時間在上課學習艱深的語法，但對你來說這是否非常有效率呢？

斯蒂芬·克拉申（Stephen Krashen）是一位著名的語言學家，他提出了語言習得（language acquisition）理論，該理論認為語言習得是通過「理解輸入（comprehensible input）」的過程進行的。我們或許可以通過克拉申的理論理解怎樣提高學習英語的效率。

克拉申認為，學習語言包含兩個不同的認知過程：語言習得和語言學習。語言習得是一個無意識的過程，通過在有意義的情境（context）中接受理解輸入而發生的。所謂理解輸入，是指學習者能夠理解的語言輸入，即使他們不懂所有的詞彙和語法。學習者無意識而自然地習得語言，就像孩子學習母語一樣。

相比之下，語言學習是一個有意識的學習過程，通過明確的教學或學習規則和語法進行。

#### 輕鬆環境有助學習

此外，克拉申的理論還包括情感過濾器（affective filter）的概念，這指的是情感和動機因素，可以促進或阻礙語言習得。當學習者感到焦慮、無聊或缺乏動機時，情感過濾器就會升高，使語言習得更加困難。相反，當學習者感到放鬆、感興趣和有動機時，情感過濾器就會

降低，促進更有效的語言習得。

在英語學習中，我們可以應用克拉申的語言習得理論來提高學習效果。以下是一些實際的例子：

1. **理解輸入**：通過聆聽閱讀簡單易懂的英語故事，以接受理解輸入，雖然未必明白每一個單字，但也能理解故事的整體內容。

2. **語言習得與學習**：在英語學習中，通過浸泡在一個英語環境中，學習者可以自然地習得英語。例如，前往英語國家的學生可以透過與當地人的日常互動來習得英語。英語學習可以通過正式的教學，如參加英語課程或學習英語語法進行。所以筆者在課堂上常常鼓勵學生用英語和其他同學互動，讓學生可以沉浸在英語環境中。

3. **情感過濾器**：在英語學習中，情感過濾器受到各種因素的影響，如焦慮、動機和興趣等。例如，一個對於犯錯感到焦慮的學習者可能會在語言習得方面遇到困難，而一個對學習英語充滿動機的學習者可能會更成功地習得英語。筆者曾有一些學生通過觀看以英語直播的球賽和研究電子競技策略的方式學習英語，他們認為通過這些與自己興趣有關的方式更能有效學習英語。

將克拉申的語言習得理論應用於英語學習中，我們明白學習者可以自然而然地學習英語，就像學習母語一樣。因此，如果你正在學習英語，不妨試試通過容易明白的聆聽和閱讀理解輸入的方式來提高英語能力。同時，在輕鬆和有趣的學習環境下，也有助於提高英語學習的效果。

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## 不是所有鴨都「duck」人鍾意

### 英語世界

前一陣子香港海面出現了兩隻大大的黃色橡皮鴨子，樣子可愛，吸引了大量遊人，帶來了不少歡樂。鴨的英文是duck，其實都有喜歡的意思，可以用作暱稱，友善地稱呼親愛的人。

Let's take a walk in the garden, duck.

親愛的，我們到公園逛逛吧。

#### 「duck」常見於頁面用語

不過，鴨子duck並不是經常都正面，duck亦會出現在一些負面的用語當中。其中之一，不時聽到的是lame duck跛腳鴨。跛足lame，即是不良於行，跛腳鴨行動不便，不能跟上大隊，處於弱勢。最初用在財經方面，指不能償還債務的投資者。後來用在政治上，指即將屆滿卸任的政府、官員或議員，不會連任，無所作為，或者實權遭削弱了的政府，陷於窘境，舉步維艱。

此外，lame duck更可引申指不太成功的人或用途不大的事，處於弱勢，需要幫忙的人物或機構。

He is a lame duck who has been on the dole for years. 他多年來一直靠政府援助過活，是一個潦倒弱勢的人。

The company successfully transformed from a lame duck into a leader in the industry.

那公司成功轉型，從一間業務不振、不太成功的機構變成業內領導者。

The president is not seeking a second term but he will make sure the government will not be a lame duck during the transition period.

總統不會尋求連任，但是他會確保政府在過渡期內不會成為跛腳鴨。

除了lame duck跛腳鴨，還有dead duck死鴨子。不僅跛了足，簡直是死了，也是美國的政治用語，指一個人完全失去影響力，失去權力，再無用處，沒有翻身機會。引申dead duck是指一些不可能成功的人或事，不太可能生存或繼續下去，特別是指一些因為處理錯誤或判斷失誤造成的失敗。

There is a lot of opposition to the proposal. It is going

to be a dead duck.

那個建議遇到很多反對，將會胎死腹中，不可能成事。

Development of this pier district is a dead duck. Few visitors come and many shops have closed.

這個碼頭區發展計劃已是垂死狀態，不太可能繼續，很少遊人來，許多商店都已關門。

The movie star turned into a dead duck due to sexual harassment accusations. He soon withdrew from public life.

那個電影明星被指涉及性騷擾而星途隕落，他很快便退出公眾人物的生涯。

另外有sitting duck坐着的鴨子。這是指易受攻擊的目標，源於以前打獵活動，對獵人來說，靜靜地坐在水面的鴨子當然比在空中飛行的鴨子容易射殺，所以戰爭打仗期間，就用了sitting duck比喻較容易射擊的對象。現在用在日常生活中，指很顯眼、易受攻擊、受批評的目標或對象。

The official has been a sitting duck for criticisms because of his discriminating speech.

那名官員因為曾經發表歧視言論，現在已成為批評對象。

Elderly people who are less alert may become sitting ducks for phone scams.

警覺性低的長者會成為電話騙徒容易得手的獵物。

Our team is fully prepared. We don't intend to be sitting ducks for our opponents.

我們隊伍已充分準備。我們不會成為對手任意攻擊的獵物。

這幾個有關鴨子的用語，lame duck是受到掣肘、處於弱勢的人或物，dead duck是不太可能成功，失敗的人或事物，而sitting duck則是受攻擊的目標，都是一些負面的字眼。當然有別於坐在維港水面的黃色橡皮鴨，由荷蘭設計師設計，十分可愛，已成為各地流行文化，帶來歡樂，非常正面。

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