



的士牌照難題 網約車助破解

Promoting the legalisation of ride-hailing services

原文

摘錄自6月6日香港《文匯報》：特區政府正致力循引入的士車隊制度及探討將網約車規範化，促進的士業良性競爭、提升服務。6月5日，運輸及物流局表示，運輸署計劃發出最多5個的士車隊牌照，目前共收到15份申請，預計下月公布結果。

本港的士業因牌照制度限制了競爭，導致利益固化，影響服務改進，整個行業改革勢在必行。引入的士車隊制度，邁出改革第一步，可在一定程度上破除業界積弊；下一步應妥善解決歷史遺留的的士牌照問題，並允許網約車合法經營，提供多元化的優質的士服務，滿足公眾需求。

本港的士牌照屬終身制，並限定發牌數量，目前全港有1.8萬個的士牌照，其中1.5萬個為市區的士牌照。政府自1994年停止增發市區的士牌，且政府當初發出牌照時，並沒有附帶任

何直接與服務質素有關的條件。因此，的士業是「供方市場」，即使市民、遊客對的士需求越來越大，但的士服務並無相應提升，反而拒載、兜客、濫收車資等亂象屢禁不絕，公眾要求的士業改革的呼聲越來越高。

去年立法會三讀並通過關於改善的士服務的條例草案，包括引入的士車隊制度，意在改變行業生態，鼓勵業界精益求精。政府表明，的士車隊持牌人必須維持適當服務，包括提供手機程式、網頁和電話熱線，供乘客預約車隊的士；提供至少兩種電子支付方式以便利乘客繳付車費等。若車隊持牌人未有維持適當且具效率的車隊服務，運輸署可隨時派員研訊，不達標者最嚴重可被釘牌。引入的士車隊制度後，車隊有權管理司機，乘客有不滿可直接向車隊投訴，一經證實，車隊作出相應處罰，有利改善服務。

的士車隊制度市場反應正面，牌照申請熱度

超出預期。有參與申請的的士業界中人亦認同，在特區政府的支持下，能打造香港的士品牌，為乘客提供優質服務的同時，亦為司機提供良好的就業環境，「希望借車隊制度，給香港的士業帶來新氣象。」

有競爭才有進步。除了引入的士車隊制度外，網約車近年在世界各地大行其道，在本港也日漸成氣候，無可避免與的士業界構成競爭。將網約車合法化並納入規管，成為不可迴避的問題。

本港特殊情況，的士不僅是交通工具，多年來也是投資工具，的士牌照持有人可永久透過出手、運營、租賃等方式獲得回報，造成的士牌價高達數百萬港元計。網約車在港合法化，難免衝擊的士牌照持有人及相關持份者的利益，容易引起社會爭議。如何照顧的士牌照持有者利益，成為網約車在港合法化的關鍵障礙。本港市民、遊客對優質交通服務需求與日



◆ 的士站 資料圖片

俱增，網約車合法化是大勢所趨，符合多方利益。政府、業界要集思廣益、求同存異，找到網約車與的士共存的空間，業界須有接納競爭、打破利益樊籬的勇氣和智慧，才能在科技時代立足，避免被時代淘汰。

譯文

The SAR Government is actively working to introduce a Taxi Fleet Licence system and explore the standardisation of online ride-hailing services, to promote healthy competition in the taxi industry and improve services. On June 5th, the Transport and Logistics Bureau stated that the Transport Department (TD) planned to issue a maximum of five Taxi Fleet Licences. Fifteen applications have been received and the results are expected to be announced next month.

The local taxi industry has been limited by the licensing system, resulting in entrenched interests that hinder service improvement, making industry reform necessary. The introduction of the Taxi Fleet Licence is the first step in the reform, which can, to a certain extent, eliminate the accumulated malpractices in the industry. The next step should be to properly solve the historical issue of taxi licenses, and allow online ride-hailing services to operate legally, in order to provide diversified high-quality taxi services to satisfy the public demand.

Local taxi licences are for life and the number of licenses issued is limited. There are currently 18,000 taxi licenses in the whole of Hong Kong, of which 15,000 are for urban taxis. The govern-

ment ceased issuing urban taxi licenses in 1994, and when the government initially issued licenses, there were no conditions directly related to service quality. Therefore, the taxi trade is a "supply market", and even though the demand for taxis from residents and tourists is increasing, taxi services have not correspondingly improved. Instead, there have been repeated cases of refusing to hire, soliciting passengers, overcharging and so on, and the public's demand for taxi trade reform is becoming increasingly strong.

Last year, the Legislative Council passed the Third Reading of a bill on improving taxi services, including the introduction of a system of Taxi Fleet Licence, with the intention of changing the ecology of the trade and encouraging the trade to strive for excellence. The government has stated that taxi fleet license holders must maintain appropriate services, including providing mobile apps, websites, and telephone hotlines for passengers to book fleet taxis; providing at least two electronic payment methods to facilitate passengers' payment of fares, etc. If the fleet license holder fails to maintain appropriate and efficient fleet services, the TD may at any time send its staff to conduct inquiries, and those who fail to meet the standards may be subject to cancellation of the li-

cence at the most serious level. With the introduction of the Taxi Fleet licence, the fleet will have the authority to manage drivers, and passengers who are dissatisfied with the service can directly complain to the fleet, and the fleet will impose penalties if the complaint is substantiated, which will be conducive to improving the service.

The response to the taxi fleet system has been positive in the market, with the number of applications for licences exceeding expectations. Those in the taxi industry who have participated in the application process also agree that, with the support of the Government, it would be possible to build a brand name for Hong Kong's taxis and provide passengers with quality service as well as a good employment environment for drivers. "We hope to bring a new look to the Hong Kong taxi industry through the fleet system."

Competition is the only way to make progress. In addition to introducing a system of Taxi Fleet Licence, online ride-hailing services have become popular around the world in recent years, and have also become a trend in Hong Kong, inevitably competing with the taxi industry. The legalisation and regulation of ride-hailing services has become an unavoidable issue. Given Hong Kong's unique situation, taxis are not only a means of

transportation, but have also been an investment tool for many years. Taxi license holders can permanently obtain returns on their licences by selling, operating and leasing them, resulting in taxi license prices reaching several million Hong Kong dollars. The legalisation of online ride-hailing services in Hong Kong will inevitably impact the interests of taxi license holders and related stakeholders, and is likely to cause social controversy. How to take care of the interests of taxi license holders has become a key obstacle to the legalisation of online ride-hailing services in Hong Kong.

The demand for high-quality transportation services from Hong Kong residents and tourists is increasing day by day, and the legalisation of online ride-hailing services is an inevitable trend that benefits multiple parties. The government and the industry need to pool their wisdom and seek common ground while accommodating differences, so as to find room for online ride-hailing services and taxis to coexist. The industry needs to have the courage and wisdom to accept competition and break down the barrier of interests, in order to gain a foothold in the technological era and avoid being eliminated by the times.

◆ Tiffany

「容器」收納情緒 更可象徵勇氣

英語世界

現在提倡減廢走塑，膠樽 plastic bottles 是一大問題，bottle 是用來裝載液體的瓶子或樽，以玻璃、塑膠或金屬製造。其實 bottle 除了是名詞，指容器，亦可以是動詞，即是把一些物品裝瓶或入樽，例如 bottle the wine (把酒裝瓶) 或者 bottle the fruit to make jam (把水果裝入瓶子內製果醬)。

放入樽內收起或封鎖的也許不只是實物，亦可以是抽象的情緒或情感，bottle up 的意思就是把一些不安、憤怒、擔憂等強烈情緒掩飾、隱藏、壓抑，不表現出來。另外亦有 bottle away，是把物品放入瓶內貯存起來，如果把情感或想法貯存，意思就跟 bottle up 差不多，是把感覺埋藏，不公開表達情緒。

You don't have to bottle up your emotions. Just be yourself.

你不必收斂情緒，只需做回自己。

They have been bottling up their anger. Someday it will flood out.

他們一直在壓抑着怒火，終有一日會爆發出來。

His parents don't understand him. He seldom talks about his problems and often bottles away his thoughts.

他父母不太了解他。他很少談及面對的問題，經常把想法藏在心中。

很多時同一個英文字可以有不同的解釋，bottle 是其中之一，bottle 除了是瓶子之外，亦可以解作勇氣、膽量，no bottle 是無膽識、差勁的意思，口語、俗語特別多見。以前已有英文俚語 no bottle, no good (無膽則無用)，就是說要勇敢、大膽。跟這個意思有關的短語有 lose one's bottle，形容某人失去了信心意志，沒有把事情做好，無勇氣，決定放棄。

Training to be a ballerina is really tough. I don't think she has the bottle to join.

要鍛煉成爲一名芭蕾舞員真的很艱苦，我不覺得她有膽量參加。

She definitely has a lot of bottle, going to court to

fight for her daughter.

她肯定膽識過人，敢上庭爲女兒討公道。

He had wanted to tell the boss his opinion but he lost his bottle in the end.

他很想向老闆表達意見，但最終還是沒有這個膽量。

把 bottle 用作動詞亦有相似的意思，說 bottle out，也是說沒有信心勇氣，臨陣退縮，想做但沒有去做。再簡單口語化一點，可以說 bottle it，一樣表示害怕起來，最後決定放棄原本的計劃。

He bottled out in the last minute and withdrew from the competition.

他在最後一刻沒有了信心，退出賽事。

He was about to give up his plan of running the marathon, but his friends told him not to bottle out.

他差不多要放棄跑馬拉松的計劃，但是他的朋友叫他不要臨陣退縮。

You have worked hard for the project for so long. Why bottle it?

你爲這個項目苦幹了這麼久，為什麼現在要放棄？

澳洲亦是英語國家，澳洲英語有時別具特色，有不少的地道俚語，full bottle 是其中之一，可能是因爲英文俚語 no bottle, no good，澳洲人會稱專家或有學識的人爲 the full bottle，表示很好、學識很全面，又會用 not the full bottle 批評一些人不夠好、見識淺薄。

You can trust him because he is the full bottle in this field.

你可以信任他，因為他是這方面的專家。

To many people, he is not the full bottle and therefore he is not a popular candidate in the election.

很多人都覺得他水平低，因此他不是這次選舉的熱門人選。

日常生活中，bottle 多指容器、瓶或樽，有些時候，較地道的俚語中，bottle 亦可以是勇氣或有能人士，用作動詞時 bottle up、bottle away、bottle out 意思就有所不同了。

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馬騮搶球夠生動 創譯術語添趣味

恒大譯站

上回講到很多運動術語會

仿譯 (calquing) 或音譯 (transliteration) 成中文。例如窩利 (volley)，意指球不着地射門或擊球，又或者開喇戰的「喇」來自英文 league，所以開喇戰指聯賽開季第一場。

其實還有不少術語是以創譯 (transcreation) 的方式重現中文的，是本地化 (localization) 的一例。這其實不是什麼有系統、有計劃的做法，只是本地化的說法較易獲大眾接受，愈來愈多人用便漸成主流，下文列舉數例。

有一個很常見的足球練習遊戲叫馬騮搶球，大概是七八個球員圍成一圈，然後圈內另放一兩個球員，外圍球員互相傳球，而圈中的人則嘗試攔截，皮球被攔下外圍球員便算輸 (大概可想像爲相反版本的閃避球)。馬騮搶球的英文跟 monkey 一點關係都沒有，其原來名稱是 rondo。馬騮搶球和閃避球哪個更易記易明？

再舉兩個盤扭 (dribble) 技巧的例子，盤扭指球員持球扭過對手。第一個是通坑渠，不熟悉足球或籃球運動的朋友想必一頭霧水。通坑渠指先把球在對手胯下推過去，自己再從對手身邊跑過，然後繼續控球。通坑渠的英文是 nutmeg，也是肉豆蔻的意思，為何兩者會相關，筆者也不得而知，但通坑渠形象比較鮮明易記。還有插花 (胯下運球)，足球和籃球都有這種技巧，但講法不同，足球叫 step over/the scissors/scissor feint，而籃球則稱之爲 between the legs。

除了插花，還有插水，但這是種「超技術」(指犯規)，就是攻方球員在對方禁區假裝被撞跌，從而博十二碼 (博取定點罰球的機會)。

筆者在網上見過最有趣的運動描述，就是指那些在禁區內身體對抗力顯得特別弱的球員，隨便被對手一碰便倒下，網民戲謔他們爲「禁區林黛玉」，形容球員弱不禁風，這種廣大球迷的創意水平又是另一層次了。



◆ 社交網絡中的流行詞彙「喵星人」可譯爲 purrball。資料圖片

玉」，形容球員弱不禁風，這種廣大球迷的創意水平又是另一層次了。

優秀本地化提高玩家投入感

其實創譯在電子遊戲本地化最常見，尤其是角色扮演遊戲，當中大量招式、人物、道具、對話，本地化的質素對玩家的投入感和遊戲體驗至關重要，也可見遊戲開發商對此十分重視。

這些翻譯現象絕不限於運動、遊戲，平日舉目皆是。例如社交媒體常見「貓奴」「喵星人」「汪星人」「毛孩」等講法，英文有沒有近似的說法？「貓奴」是否可以說是 cat slaves？

全球不乏愛貓之人 (cat lovers)，當然也不缺類近講法。跟「貓奴」意思較相近的有 cat servants，正式一點可叫 cat enthusiasts，再科學一點可稱 ailurophile，而貓也可叫 feline (貓科動物)。「喵星人」是否可說 inhabitants of planet of feline？寵物的常見翻譯有這些：喵星人 (purrball)、汪星人 (furball/pooch)、毛孩 (fluffball/floof/fur baby)。

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