

社評 雙語道

公共交通票價機制要充分考慮照顧民生

Fare adjustment mechanism must factor in people's livelihood

原文

港鐵票價可加可減機制設立12年來，首次得出減幅，6月底起將減價1.7%。面對經濟逆境，本港的公共交通服務票價機制確實需要及時檢討調整，以更貼切地反映經濟環境和市民負擔能力的變化，體現公共交通票價機制照顧民生、讓市民得利的初衷。

港鐵6月底減價1.7%，是設立可加可減機制以來首次減價；遺憾的是，八達通乘客八折優惠4月1日起改為九五折優惠，八達通乘客實際上比現時要多付一成九車費。港鐵從2010年設立可加可減機制起，一直有加無減；而政府早前又批准多家巴士公司4月4日起加價一成左右，市民的總體交通成本勢必逆市上升。

事實上，同樣作為公共交通服務，港鐵和巴士公司的票價機制並不一樣。自從設立可加可減機制後，港鐵每年就按照運輸業名義工資指數、通脹數據等等，計算出一個票價的加幅或減幅，直接公布實施。而巴士公司只需按照自身經營情況來申請加價，而不用考慮社會整體通脹。這就是港鐵減價、巴士加價的區別所在。

不過，無論是何種方式，現在看來，公共交通都有全面檢討票價調整機制的必要，關鍵是要彰顯公共交通的社會服務屬性，要更多地考慮普羅市民的負擔能力。尤其是在經濟大環境不好的時候，公共交通的票價調整，更加要充分考慮市民的負擔能力，不能將經營壓力透過票價調整全數向市民轉嫁。

新冠疫情持續一年多，失業率升至7.2%的17年高位，26萬人淪

為失業大軍，大量打工仔面對減薪或放無薪假，但在這樣的情況下，乘客的總體交通負擔竟然仍要增加，無疑是令市民百上加斤。

無論是港鐵還是巴士，都享受着不同形式的政府補貼。例如港鐵有車站上蓋的物業發展專營權、巴士則有隧道費優惠等等。既為交通政策的受惠者，理應在經濟困難時期作出更大承擔。

現時政府都想方設法為基層市民提供支援措施，如果公共交通只顧自身的經營情況，不減反加，顯然有違公共交通服務的初衷。如果公共交通服務可以不理民生苦況，那麼市民不禁要反問，政府在經濟困境下，是否應該將對公共交通的補貼扣減，改為直接補貼市民呢？

因此，政府有必要全盤檢討現行的公共交通票價機制。一方面在票價公式中加入不同的元素，除了消費物價指數外，還應該考慮工資中位數、市民負擔水平、失業率等關係到市民真實收入水平的元素；另一方面，對於坐擁大量優質土地的港鐵公司而言，更應該將物業發展收益加入公式，用賣樓收益補貼鐵路運營成本。

有立法會議員和學者均指出，目前公共交通票價的可加可減機制設計太簡單，應加入更多元素，例如可加入失業率、工資中位數加幅等反映市民經濟狀況的元素。政府應認真考慮、採納有關建議，改善公共交通的票價調整機制，平衡社會環境、企業經營情況和乘客需求，令票價調整更合理、更照顧基層市民的出行需要。

(摘錄自香港《文匯報》社評 2021-3-30)



港鐵票價可加可減機制首次得出減幅。資料圖片

Exercise

- 1. 工資中位數 2. 名義工資 3. 實質工資 4. 公共交通費用補貼計劃 5. 車站上蓋物業

1. median wage 2. nominal wage 3. real wage 4. the Public Transport Fare Subsidy Scheme 5. above-station property Answer

譯文

For the first time since the establishment of the MTR fare adjustment mechanism in 12 years, commuters can pay less for their train rides as fares are going down by 1.7 per cent by the end of June. In the face of an economic downturn, the fare adjustment mechanisms for public transport services in Hong Kong are in dire need to be reviewed. The adjustment mechanisms should take into account changes in economic realities and the affordability of the people, so as to stay on course of its original goal of attending to civic and social needs.

The MTR's impending fare cut in June will be the first since its fare adjustment mechanism was put in place. Regrettably, the 20 per cent discount for octopus card users will end on 31 March and be replaced with a mere 5 per cent discount. That means passengers using Octopus cards will actually have to pay 19 per cent more per trip after the change. Since the MTR fare adjustment mechanism was implement-

ed in 2010, ticket prices have only been ever increasing. Considering that the government has just nodded for the fare hikes of multiple bus companies averaging nearly 10 per cent, transport costs for the public are set to go up amid the economic downturn.

Although the MTR and buses are both integral components of the local public transport, the formulae of their fare adjustment mechanisms are different. The MTR fare adjustment mechanism has always taken into account factors such as inflation rate and the nominal wage index of the transportation sector. Meanwhile, bus companies only need to take into account their own business performances when they file an application for fare hikes. The necessity to factor in socio-economic data in its fare adjustment mechanism is the reason why the MTR has to cut fares when bus companies can do the opposite.

Despite such differences, there is an urgent need for a complete review of all fare adjustment mechanisms of pub-

lic transports. The key issue here is to highlight public transports as a public service, thus the affordability of citizens must receive a higher priority. This is especially important when the economy is sustaining downward pressure, as fare adjustment mechanisms cannot be used as tools for public transport operators to shift their burden to the public.

It has been over a year since the Covid-19 pandemic hit Hong Kong. The unemployment rate has now risen to a 17 year high at 7.2 per cent, with 260,000 people left without jobs and even more facing a pay cut or being forced to take unpaid leave. The overall transportation cost still going up given such difficult circumstances will undoubtedly make the people's lives harder.

To put it into perspective, both the MTR and the bus companies enjoy different forms of government subsidies. For example, the MTR has a franchise on all its above-station property development projects, while bus

companies are given tunnel toll concessions. As the beneficiaries of the government's transportation policies, these public transport operators should make greater commitments when Hong Kong is facing economic difficulties.

The government is currently doing its best to provide support to the grassroots. If the public transport operators only care about their own businesses and increase fares instead of slashing them, they would be defeating their purpose of serving the people. When that happens, it is only natural for the public to ask why shouldn't the government's subsidy money go into their pockets directly instead.

Therefore, the government must review comprehensively the existing public transport fare adjustment mechanisms. On the one hand, the consumer price index and other factors that indicate the real income level of citizens, such as the median wage, the unemployment rate, and the general affordability of citizens, should be added

to the formulae. On the other hand, revenue generated from the MTR's property development projects should be included in the rail operator's fare adjustment formula. Given that they are in possession of so many prime development sites, that revenue should be used to cover its rail operating expenses.

Some lawmakers and scholars have also made some similar criticisms in that the current design of the fare adjustment mechanism is too simple. According to them, more factors that can reflect the economic realities, such as the unemployment rate and the median wage, should be added to the formulae. The government should consider adopting these recommendations to refine the fare adjustment mechanisms and strike a balance between the socio-economic environment, business operations, and the needs of commuters. By doing so, a more reasonable adjustment mechanism can be achieved and the travelling needs of the grassroots can be better addressed.

義結金蘭 稱兄道弟

歷史今昔

羅貫中的《三國演義》傳頌至今，想必小說中桃園三結義的故事深入人心，筆者也不必詳說細節。結義文化，並非只存小說而現實全無，全國各地可以尋得不同金蘭譜便是最好證據（金蘭譜上往往有其結拜誓詞、姓名、出生日期等，是民族學或人類學家喜聞樂見的研究材料。）

結拜關係之特別，在於此關係介乎友情及親情之間。此關係往往始於同等友誼，然後發展成高低之分的擬親人。他們以兄弟相稱，關係較友情親密，卻不及親人之親，既與別不同，又極其相似。有趣的是，正如劉關張三人桃園結義是需要經過某些程序。

結拜文化的確有儀式可循，結拜者可以通過具體儀式而成為異性兄弟。一般而言，儀式會在廟宇中舉行。寫有結拜者姓名和出生日期的宣誓紙會事先準備。結拜者宣誓過後，主持人會燃燒宣誓紙以向天官作證。他們或會割破手指，將流出血液混入酒中，結拜者一飲而盡。禮成後，異性兄弟將與同證者及家人共膳，異性兄弟或取一個擁有共

同音節的新名字作稱呼。

結拜儀式並非憑空捏造，而有具體象徵意義。首要是等級制度的引入，其中燒掉寫有結拜者姓名和出生日期的宣誓紙，出生日期乃用作決定何者為長。其次是兄弟關係的確立，飲血酒象徵兩人流淌同一血液，取一有共同音節新名亦是親兄弟常見做法。最後是互相扶持，用膳成本是結拜兄弟共同承擔。

值得注意的是，結拜文化不囿於男性，亦可存於女性。雖然聽起來有違常理，「兄弟」一詞如何包含女性？中國有一獨特的漢語書寫系統名為女書，此文字起源於中國湖南省南部的江永縣，只傳女性不傳男性，是世界獨一無二的非物質文化遺產。

由於此書寫語言只流通於婦女，婦女之間因而形成強而有力的異性聯繫，這種聯繫甚至不需結拜儀式來鞏固，乃由文化語言所維繫，男性不會涉及其中。

兩者最終結拜，惺惺相惜當然是其中理由，但卻不是唯一理由，單純出於情感的結拜甚至並不常見。美國加州大學中國研究教授焦大偉(David K. Jordan)曾在1985年發表了一篇關於中國結拜兄弟的論文(Sworn Brothers: A Study in Chi-



劉關張桃園三結義的故事深入人心。資料圖片

nese Ritual Kinship)，總結兩人或多人由原本友情轉成擬兄弟的原因，往往是希望藉此獲得更親近、更穩定、更長久的關係，以至雙方可以互相提供幫助，這種幫助甚至跨越兩人，延續至雙方家庭、朋友及聯盟。

例如，兄弟或會幫助另一兄弟之嫁女嫁妝，或幫助對象辦理喪禮。

分手總要在雨天 究竟揀哪天？

氣象萬千

「總要在雨天，人便掛念從前，是你的一切告別在雨天。」雨天之下分手，真是一件特別傷感的事，但要分手，都要知道雨天究竟在哪？

想知哪一天會下雨，可以留意天文台的九天天氣預報，但連續九天，天文台的預報圖都是同一樣的雲和雨，每天都是有驟雨，怎知該選哪天說分手呢？

以往看九天天氣預報，遇到連續幾天都預測有雨時，有時會較難分辨哪一天較大機會下雨，現在就不同了，天文台新推出以傘作為預報標誌，代表顯著降雨概率，表示香港廣泛地區在一天內平均錄得10毫米或以上雨量的機會率，分為5個級別，分別是低、中、中低、中、中高和高中，概率愈高，代表當天較多雨的機會大一些。不過要留意，我們使用顯著降雨概率預報時，應該要配合「九

天天氣預報」一起使用，會更清楚明白降雨的大小及時段，例如「初時雨勢頗大」等字眼。

另外，如果一天是晴天，而另一天則預測多雲有雨，大家當然不用直接比較兩天的下雨機率。不過，如果兩天的預報字眼與圖示都非常相似，這把傘就可以幫到你。

顯著降雨概率預報可以反映未來九天下雨的變化趨勢和不確定性，預測為「中」的情況，相比預測為「中低」的情況有更高機會發生顯著降雨。

若大家需要選擇一個較少機會受顯著降雨影響的日子出行或舉辦戶外活動，就應該選擇顯著降雨概率較低的日子，並留意「九天天氣預報」的最新預測。

不過，不要以為看見這把傘就一定要帶傘，顯著降雨概率表達的是一個機會率，而非有雨和沒有雨的絕對概念，五個概率分級的最低級別為「低」，而不是零，所以我們要強調，這個標示要配合九天天氣預報一同理解。



天文台新推出以傘作為預報標誌，代表顯著降雨概率。影片截圖

● 布安東 (歷史系博士，興趣遊走於中西歷史文化及古典音樂。)

● 香港天文台 (本欄以天文台的網上氣象節目《氣象冷知識》向讀者簡介有趣的天氣現象。詳情可瀏覽天文台YouTube專頁：https://www.youtube.com/user/hkweather。)

