

印花收據始終必不可少 Franked receipts are always necessary



柏茵旅遊有限公司於三月結業，購買了旅遊套票卻沒有印花收據的受影響旅客，旅遊業賠償基金管理委員會仍決定向他們賠償。自此之後，我就聽到有業者說：「印花保障機制已經名存實亡。」每次聽到這番話，我都會表示異議，然後就會解釋事實是甚麼。以下就是事實。

要證明旅行社已繳付了印花徵費，最有力兼最簡單的方法，向來都是提交已加蓋印花的收據，這在柏茵旅遊個案中也依然一樣：少數有印花收據的受影響旅客，他們不必擔心特惠賠償的申請會不獲受理；另一方面，還有人數遠多得多的旅客，他們輕信柏茵旅遊，沒有拿取印花收據，結果必須待管理委員會按法例「信納」印花徵費已經繳付後，所提交的賠償申請才會得到處理。上述兩種情況，不是完完全全證明了印花收據的效用嗎？因此，議會仍會繼續嚴格執行所有印花規例。

獲政府撥款以建立的一帶一路和大灣區網上旅遊資源平台，經過公開招標之後，議會已於近日和中標的公司簽署了合約。此外，旅遊業監管局成立在即，議會因而必須在一兩年內轉型，為此而聘用的專業顧問公司已開始工作，相會很快就會諮詢會員的意見。

廣深港高速鐵路香港段於九月二十三日正式通車，這不僅會推動旅遊業的長遠發展，對香港整體的好處更是難以言喻。議會第二個大灣區考察團，已定於十一月八至十日出訪肇慶、惠州、深圳，屆時將由香港西九龍站乘坐高鐵出發。會員反應非常熱烈，由此可見高鐵與議會考察團的吸引力。☑

陳張樂怡

After the closure of Action Travel Services Limited in March and the decision by the Travel Industry Compensation Fund Management Board (TICFMB) to compensate those affected travellers who did not have franked receipts for the travel packages they had bought from the travel agent, I heard some traders say, "The levy regime now exists in name only." Whenever I heard that, I would express my dissenting views and then explain the truth to them. Here is the truth.

The best and simplest proof that levies have been paid by a travel agent has always been franked receipts — even in the Action Travel case: for those few affected travellers who did have franked receipts, they could rest assured that their applications for ex gratia compensation would be accepted; but for the much larger number of unsuspecting travellers who did not get franked receipts from Action Travel, the TICFMB had to be "satisfied", as required by the law, that levies had indeed been paid before applications for compensation would be processed. Aren't these two situations prove more than anything else the effectiveness of franked receipts? The TIC therefore will continue to strictly enforce all the levy-related rules.

The TIC has recently signed an agreement with the company selected by open tender for the Government-funded web-based tourism resource platform for the Belt and Road and the Greater Bay Area. With the Travel Industry Authority about to be established, the TIC cannot but transform itself in the coming one to two years. The consultancy firm commissioned to help the TIC do that has already begun its work, and will soon consult the views of members.

Officially commissioned on 23 September, the Hong Kong Section of the Guangzhou-Shenzhen-Hong Kong High Speed Rail will not only boost the long-term development of Hong Kong tourism, but bring indescribable benefits to the entire Hong Kong. The second Greater Bay Area delegation organised by the TIC, this time to Zhaoqing, Huizhou and Shenzhen during 8-10 November, will depart from Hong Kong West Kowloon Station travelling by High Speed Rail. Members were very eager to join the delegation, demonstrating the attraction of High Speed Rail and TIC delegations. ☑

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