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TRAFFIC AND TRANSPORT SURVEY DIVISION

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RED MINI BUS AND
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TRAFFIC AND TRANSPORT SURVEY DIVISION

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1. INTRODUCTION

- 1.1 This report presents the results of an annual survey carried out in 1988 on the Territory-wide operational characteristics of Red Minibuses (RMB) and Green Minibuses (GMB). It contains information on the routeing, the fare, the estimated 16-hour weekday vehicle trips, passenger trips and vehicle-kilometres on each RMB and GMB route in operation.

2. SURVEY METHODOLOGY

- 2.1 Field work of the survey which took place between September and December 1988 was conducted along the similar line of the previous surveys. It was based on screenline observations carried out between 0700 and 2300 hours on weekdays. During this period, the destinations, the fare and occupancy of every RMB and GMB crossing the particular screenline under observation were recorded. Screenline passenger occupancies were expanded to route passenger volumes using expansion factors obtained from "on-vehicle" surveys carried out on sampled vehicle trips. The screenlines established in the survey are listed in APPENDIX I and their locations shown in FIGURES 1, 2 and 3.
- 2.2 Whilst using the same methodology of the previous surveys for carrying out field observations, the present survey had introduced a revision in respect of the survey area. Instead of covering the whole Territory as in each of the previous surveys, field work of the present survey was conducted for half of the Territory comprising Hong Kong Island and the eastern part of the New Territories. For the remaining non-surveyed area comprising Kowloon and the western part of the New Territories, both vehicle and passenger volumes were updated by applying

growth factors derived from the screenline survey results of the Annual Traffic Census carried out in the current year. In the next year survey, arrangements for field works and information updating for the respective two areas will be switched and so on.

2.3 The need of the adoption of such a "half-Territory" survey strategy was based on the results of an overall review of the existing survey methodology. It was indicated that under resources limitation, the scope of the screenline observations should be reduced so that the frequency of the "on-vehicle" surveys as mentioned in para. 2.1 could be increased in order to maintain the overall accuracy of the whole survey.

2.4 Apart from the revision made in respect of survey area, the estimation of 24-hour vehicle and passenger volumes for RMBs was no longer included in the present survey. This was intended to bring in line with the survey for GMBs as patronage of the latter had now grown to a level almost on par with that of RMBs.

3. SURVEY RESULTS

There were 4 350 public light buses registered in Hong Kong in December 1988. Of this total number, 3 061 were RMBs and 1 289 were GMBs. The operational characteristics of both RMBs and GMBs are discussed in the following sections. Whenever "daily" figures are mentioned it should be borne in mind that they refer to 16-hour week-day figures.

3.1 RMB Characteristics

3.1.1 Overall Characteristics

It was estimated that on an average 16-hour weekday in 1988, 66 673 RMB trips were run, covering a total distance of 513 616 kilometres and carrying 816 440 passengers. These represent decreases of 3.5%, 3.2% and 3.5% in terms of vehicle trips, distance travelled and passengers carried respectively as compared with 1987 figures. The changes in RMB characteristics observed in the 10 years since 1979 are indicated in TABLE 1. TABLE 2 to 4 summarize the RMB vehicle trips, passenger trips and vehicle kilometrage by area on an average 16-hour weekday during each year from 1979 to 1988. On an area basis, vehicle trips in 1988 showed decreases to a varying extent in 4 out of 5 areas while only a small increase was observed in the remaining area "Kowloon - N.T.". passenger trips generally followed similar changes apart from the routes on Hong Kong Island which recorded a small increase in passenger trips despite a decrease in vehicle trips.

3.1.2 Route Characteristics

The characteristics of individual RMB routes on Hong Kong Island observed in 1988 together with comparisons with 1987 figures are summarized in TABLE 5. Similar tabulations for routes in Kowloon, between Kowloon and New Territories, within New Territories and Cross Harbour are given in TABLE 6 to 9. RMB routes operating on Hong Kong Island, in Kowloon, in the New Territories (including Kowloon to New Territories) are shown in FIGURES 4, 5 and 6 respectively.

3.1.2.1 Hong Kong Island

On Hong Kong Island, RMB movements were mainly generated from 3 areas, viz. Aberdeen/Wah Fu, Kennedy Town and Shau Kei Wan/Chai Wan. During the year, the 30 RMB routes in operation carried a daily total of 219 823 passengers which showed a 4.3% increase over last year despite an appreciable decrease in vehicle trips. Increases in passenger trips were recorded on 14 out of 30 routes, with noticeable increase being observed on the routes "Sheung Wan/Central - Wah Fu", "Shek Pai Wan - Aberdeen", "North Point - Kennedy Town", "Sheung Wan/Central - Quarry Bay" and "Chai Wan - Wan Chai". On the remaining 16 routes, significant decreases in passenger trips were observed on the routes "Sheung Wan/Central - Aberdeen", "Kennedy Town - Central", "Aberdeen - Wah Fu" and "Central - Daimaru".

3.1.2.2 Urban Kowloon

In Kowloon, 47 RMB routes were in operation, carrying a daily total of 328 760 passengers which was 12% lower than that of 1987. Decreases in passenger trips were observed on 36 out of 47 routes.

Kwun Tong continued to be the most active area for RMBs. 18 out of the total 47 routes were observed to have at least one of the trip ends in the area. During the 16-hour period on an average weekday, these routes carried about 186 000 passengers, accounting for 57% of the total passengers in urban Kowloon.

On the western side of the peninsula, RMB routes terminating in Mong Kok and Yau Ma Tei areas carried about 112 500 daily passengers, representing 34% of the total passengers in Kowloon.

3.1.2.3 Kowloon - New Territories

During the year, 23 RMB routes operating between Kowloon and New Territories carried a daily total of 149 600 passengers as compared with 138 900 observed in 1987, representing an increase of 7.7%. The corridor linking Kowloon to the New Territories along Castle Peak Road and Kwai Chung continued to monopolise the RMB movements between the areas. Of the total RMB passenger movements between Kowloon and the New Territories, 90% used the western corridor while only 6% were via Tai Po Road corridor to Sheung Shui and 4% to Sai Kung.

3.1.2.4 Domestic New Territories

Within the New Territories, Yuen Long and Tsuen Wan were the two main areas of RMB activities. During the year, the 18 RMB routes operating in domestic N.T. carried a daily total of 112 700 passengers, of which 57% were carried by routes terminating in Yuen Long while 32% were carried by local routes operating within Tsuen Wan area.

3.1.2.5 Cross Harbour

RMB movements across the harbour were observed only on 2 routes which carried a daily total of 5 570 passengers, a figure 15% lower than that of 1987. All these cross-harbour passenger trips were generated in East Hong Kong but had a 78:22 split between East and West Kowloon.

3.1.3 Other Operational Characteristics

3.1.3.1 Fares and Revenue

On a RMB route, it was observed that different operators often charged different fares. Fares were considered as "normal" if they were applicable during most of the survey period. However, at times of peak demand and particularly on some of the long commuter routes, RMB operators often increased the fares.

Based on the fares charged and the number of passengers carried on an average weekday, the revenue has been estimated for individual RMB routes. Both the fare charges and the estimated revenue on each RMB route are shown in TABLES 10A, 10B, 10C and 10D.

The information on revenue is summarized by geographical area for the years 1987 and 1988 in the following table :-

SUMMARY OF ESTIMATED REVENUE* ON AN AVERAGE WEEKDAY

<u>Location</u>	<u>1987 16-hour</u>			<u>1988 16-hour</u>		
	<u>Revenue \$</u>	<u>Vehicle km.</u>	<u>Rev. per Veh-km.</u>	<u>Revenue \$</u>	<u>Vehicle km.</u>	<u>Rev. per Veh-km.</u>
HK Island	494 814	99 985	4.95	569 799	91 460	6.23
Urban Kln	777 332	178 406	4.36	674 409	173 025	3.90
Kln - NT	557 438	168 974	3.30	591 206	172 887	3.41
NT						
Domestic	283 909	78 870	3.60	283 727	72 673	3.90
Total	2 113 493	526 235	4.02	2 119 141	510 045	4.16

Note : * Excludes revenue on cross harbour routes.

3.1.3.2 RMB Termini

A summary of RMB terminal facilities existing on 31 December 1988 is shown in APPENDIX 2.

3.2 **GMB Characteristics**

3.2.1 Overall Characteristics

A GMB service is a franchised public light bus service which runs on a fixed route with approved stopping places and operates to a fixed schedule with specified fare. During the year, 1 289 GMBs were operating on 173 routes. Of this total number of routes, 47 were operated on Hong Kong Island, 46 in Urban Kowloon and 80 in the Kowloon - N.T. and N.T. Domestic areas.

On an average weekday during the 16-hour period, it was estimated that 55 238 GMB trips were run, covering a total distance of 273 241 kilometres and carrying 694 306 passengers. These figures represented an increase of 3.7% and 4.1% and 13.5% over the corresponding figures in 1987. On average, a GMB in 1988 made 50 daily vehicle trips, each of 5.0 km in length. TABLE 11 summarizes GMB characteristics from 1979 to 1988.

3.2.2 Route Characteristics

The characteristics of individual routes on Hong Kong Island on an average weekday between 0700 and 2300 hours together with the corresponding figures in 1987 are summarized in TABLE 12A. Similar summaries for routes in Kowloon, and the New Territories are given in TABLE 12B and 12C respectively.

3.2.2.1 Hong Kong Island

GMBs operating on 47 routes on Hong Kong Island made a total of 12 104 vehicle trips, carrying 159 272 passengers. 34% of the vehicle trips and 37% of the passenger trips were generated in Aberdeen area. The most highly patronized single route was that between Chai Wan Ferry and Sai Wan Ho Ferry which carried 9 520 daily passengers. Out of the total 47 routes, 28 were observed to have made trips in excess of that scheduled.

3.2.2.2 Urban Kowloon

In Kowloon, 16 532 daily vehicle trips carrying 189 016 passengers were run by GMBs operating on 46 routes. There was no apparent dominant area of GMB activities. Tsim Sha Tsui, Wong Tai Sin/San Po Kong and Kwun Tong each generated 15%, 24% and 17% respectively of the total passenger trips. The route "Wong Tai Sin MTR Station - Tsz Wan Shan" with 21 635 daily passengers was the busiest route. Out of 46 routes in operation, 30 showed a higher number of daily vehicle trips than scheduled.

3.2.2.3 Kowloon - N.T. and N.T. Domestic

On an average weekday, the 80 GMB routes operating between Kowloon and N.T. and within N.T. made a total of 26 602 vehicle trips, carrying 346 018 passengers. These volumes were 34% and 32% higher than the corresponding vehicle trips and passenger trips made by RMBs operating in the same area. Tsuen Wan was the hub of GMB activity in N.T.. Routes radiating from Tsuen Wan to surrounding areas accounted for about 40% of the vehicle trips and 42% of passenger trips in N.T.. The most patronized single route was "Shek Lei - Tai Wo Hau MTR Station" which carried a daily passenger volume of 20 971.

Out of the total 80 routes, 58 routes made daily total vehicle trips exceeding the schedule to a varying extent. Overall, there were 46% vehicle trips in excess of the number scheduled.

3.2.3 Revenue

The estimated revenue made by each GMB route on an average weekday in 1988 was derived from its estimated 16 hour passenger volume each charged with the flat fare of that particular route. The revenue of individual routes is summarized by geographical area and compared with the corresponding figures of 1987 in the following table :-

SUMMARY OF ESTIMATED GMB REVENUE ON AN AVERAGE WEEKDAY

<u>Location</u>	<u>1987 16-hour</u>			<u>1988 16-hour</u>		
	<u>Revenue</u> <u>\$</u>	<u>Vehicle</u> <u>km.</u>	<u>Rev. per</u> <u>Veh-km.</u>	<u>Revenue</u> <u>\$</u>	<u>Vehicle</u> <u>km.</u>	<u>Rev. per</u> <u>Veh-km.</u>
HK Island	349 013	69 590	5.02	368 807	67 260	5.48
Urban Kln	249 180	46 787	5.33	262 288	46 352	5.66
Kln-NT & NT Domestic	577 868	144 743	3.99	671 600	159 629	4.21
Total	1 176 061	261 120	4.50	1 302 695	273 241	4.77

The overall revenue per vehicle - kilometre in 1988 showed a marginal increase over that in 1987.

3.3 Historical changes in RMB and GMB Characteristics

To show the historical changes in the operational characteristics of RMBs and GMBs since 1972 when the first survey on Public Light Buses was carried out, graphs indicating the annual variations in RMB/GMB registrations, 16-hour daily vehicle trips, passenger trips and vehicle-kilometrage have been plotted and are shown in FIGURES 10 and 11. From Figures 10, it is observed that RMB registrations declined sharply since 1978 with a corresponding increase in GMB registrations as a result of an increasing number of RMBs being converted into GMBs. The number of RMB routes remained however, relatively unchanged while the number of GMB routes maintained a rapidly increasing trend. Graphs indicating changes between RMBs and GMBs and their combined variations in respect of daily vehicle trips, passenger trips and vehicle-kilometrage are presented in FIGURE 11. It can be seen that generally a decrease in RMB activity was invariably accompanied by a corresponding increase in GMB activity. Since 1983, the overall level of activity of the trade maintained an upward trend which began to level off in 1986

TABLES

TABLE 1
COMPARISON OF RMB WEEKDAY CHARACTERISTICS (16 - HOUR) 1979 - 1988

CHARACTERISTICS	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	% Change 88/87
1. Number of RMB registered	4 169	4 007	3 976	3 771	3 528	3 407	3 302	3 208	3 128	3 061	- 2.1
2. Number of vehicle trips	90 611	86 084	88 231	79 898	75 618	76 288	74 796	71 091	69 125	66 673	- 3.5
3. Passengers carried (No.)	1 206 249	1 160 136	1 131 423	945 147	878 017	899 885	888 092	857 076	846 006	816 440	- 3.5
4. Total vehicle kilometrage	717 851	667 512	698 569	619 963	612 777	624 449	595 927	548 720	530 371	513 616	- 3.2
5. Average vehicle trip length (km)	7.9	7.8	7.9	7.8	8.1	8.2	8.0	7.7	7.7	7.7	+ 0.0
6. Average trips per vehicle (No.)*	24	24	25	24	24	25	25	25	25	24	- 3.2
7. Average distance covered per vehicle (km)*	191.3	185.1	195.2	182.7	193.0	203.6	200.5	190.1	188.4	186.4	- 1.1
8. Passengers per vehicle km (No.)	1.68	1.74	1.62	1.52	1.43	1.44	1.49	1.56	1.60	1.59	- 0.6
9. Passengers per vehicle trip (No.)	13.31	13.48	12.82	11.83	11.61	11.80	11.87	12.06	12.24	12.25	- 0.1
10. Passengers per vehicle (No.)*	321	322	317	279	277	293	299	297	300	296	- 1.3

Note : 1. * Assume 10% of vehicle fleet were off the road for repair servicing etc.
2. Cross harbour trips included.

TABLE 2
SUMMARY OF RMB VEHICLE TRIPS BY AREA (WEEKDAY - 16 HOUR)

YEAR	AREA					TOTAL	% CHANGED
	H.K. ISLAND	URBAN KOWLOON	KOWLOON-N.T.	N.T. DOMESTIC	CROSS HARBOUR		
1979	20 482	40 418	18 468	9 431	1 812	90 611	-10.2
1980	20 537	38 926	16 175	9 319	1 127	86 084	-5.0
1981	19 307	40 050	16 744	11 209	921	88 231	+2.5
1982	17 232	37 748	12 084	12 207	627	79 898	-9.4
1983	16 139	37 006	12 099	9 796	578	75 618	-5.4
1984	16 922	36 278	11 836	10 463	789	76 288	+0.9
1985	16 481	35 963	11 465	10 316	571	74 796	-2.0
1986	15 971	34 229	10 997	9 338	556	71 091	-5.0
1987	16 594	32 549	10 271	9 134	577	69 125	-2.8
1988	14 661	31 607	11 007	8 900	498	66 673	-3.5

TABLE 3
SUMMARY OF RMB PASSENGER TRIPS BY AREA (WEEKDAY - 16 HOUR)

YEAR	AREA					TOTAL	% CHANGED
	H.K. ISLAND	URBAN KOWLOON	KOWLOON-N.T.	N.T. DOMESTIC	CROSS HARBOUR		
1979	282 717	515 627	262 776	120 842	24 187	1 206 249	-11.6
1980	270 900	472 028	257 114	144 708	15 386	1 160 136	-3.8
1981	251 760	475 602	242 464	148 855	12 742	1 131 423	-2.5
1982	215 845	419 925	158 143	143 248	7 986	945 147	-16.5
1983	203 770	396 663	149 536	120 596	7 452	878 017	-7.1
1984	206 122	401 966	156 139	125 966	9 692	899 885	+2.5
1985	212 325	392 307	148 332	127 776	7 352	888 092	-1.3
1986	204 332	381 218	143 164	121 545	6 817	857 076	-3.5
1987	210 735	371 562	138 881	118 275	6 552	846 006	-1.3
1988	219 823	328 760	149 578	112 709	5 570	816 440	-3.5

TABLE 4
SUMMARY OF RMB VEHICLE KILOMETRAGE BY AREA (WEEKDAY - 16 HOUR)

YEAR	AREA					TOTAL	% CHANGED
	H.K. ISLAND	URBAN KOWLOON	KOWLOON-N.T.	N.T. DOMESTIC	CROSS HARBOUR		
1979	107 988	235 373	295 767	63 647	15 076	717 851	-11.7
1980	99 624	220 798	268 099	70 214	8 777	667 512	-7.0
1981	100 180	223 544	281 773	86 022	7 050	698 569	+4.7
1982	98 296	197 313	227 782	91 844	4 728	619 963	-11.3
1983	99 197	195 650	228 817	84 752	4 361	612 777	-1.2
1984	103 317	202 225	223 773	89 212	5 922	624 449	+1.9
1985	98 250	200 989	205 097	87 425	4 166	595 927	-4.6
1986	96 214	189 258	181 630	77 578	4 040	548 720	-7.9
1987	99 983	178 406	168 974	78 870	4 138	530 371	-3.3
1988	91 460	173 025	172 887	72 673	3 571	513 616	-3.2

TABLE 5

RMB ROUTE CHARACTERISTICS IN 1988 (& COMPARISON WITH 1987*)
HONG KONG ISLAND (WEEKDAY - 16 HOUR)

ROUTE		MEAN LENGTH (km)	VEHICLE TRIPS (No.)	VEHICLE KILO- METERAGE (km)	PASSENGER TRIPS (No.)
REF. NO.	DESCRIPTION				
103	Sheung Wan/Central - Aberdeen	9.14	905 (1 485)	8 272 (13 573)	13 753 (26 311)
104	Sheung Wan/Central - Wah Fu (6)	7.88	597 (38)	4 704 (299)	9 558 (793)
106	Kennedy Town - Aberdeen	7.26	527 (523)	3 826 (3 797)	7 299 (7 850)
107	Tin Wan - Aberdeen	1.74	552 (562)	960 (978)	6 296 (5 877)
108	Shek Pai Wan - Aberdeen	0.85	1 199 (1 196)	1 019 (1 017)	13 924 (10 219)
109	North Point - Kennedy Town (10)	9.27	792 (633)	7 342 (5 868)	16 843 (9 166)
110	Wong Chuk Hang - Aberdeen	1.90	1 260 (1 621)	2 394 (3 080)	12 281 (13 493)
111	Kennedy Town - Central	3.51	389 (517)	1 365 (1 815)	4 943 (6 709)
112	Kennedy Town - Daimaru	6.89	3 017 (3 542)	20 787 (24 404)	58 862 (57 391)
114	Sheung Wan/Central - Quarry Bay (2) & (13)	7.60	663 (27)	6 570 (205)	7 422 (305)
115	Quarry Bay - Wan Chai	5.65	- (83)	- (469)	- (733)
116	Chai Wan - Wan Chai (11)	9.99	477 (547)	4 765 (5 465)	9 738 (7 045)
117	Shau Kei Wan - Wan Chai	8.31	1 759 (2 634)	14 617 (21 889)	26 103 (30 739)
120	Shau Kei Wan - Chai Wan (4)	2.56	347 (449)	888 (1 149)	3 618 (4 578)
121	Aberdeen - Wah Fu	2.26	424 (689)	958 (1 557)	3 686 (5 680)
122	Wan Chai - North Point (7)	4.18	61 (98)	255 (410)	583 (981)
123	Wan Chai - Sai Wan Ho (8)	7.03	278 (379)	1 954 (2 664)	4 553 (2 941)
125	Daimaru - Wah Fu (12)	10.38	242 (180)	2 512 (1 868)	3 440 (2 218)
127	Sheung Wan/Central - Sai Wan Ho (1)	8.85	178 (77)	1 575 (681)	2 812 (884)
129	Kennedy Town - Sai Wan Ho (1)	12.36	85 (128)	1 051 (1 582)	1 004 (2 847)
131	Sheung Wan/Central - Wong Chuk Hang (3)	11.04	68 (171)	751 (1 888)	940 (762)

TABLE 5 (CONT'D)

REF. NO.	ROUTE	MEAN LENGTH (km)	VEHICLE TRIPS (No.)	VEHICLE KILO- METERAGE (km)	PASSENGER TRIPS (No.)
	DESCRIPTION				
132	Wan Chai - Kennedy Town (10)	5.09	129 (154)	657 (784)	2 811 (2 796)
133	Daimaru - Shau Kei Wan	6.71	184 (47)	1 235 (315)	2 966 (576)
134	Chai Wan - Daimaru (1)	8.46	80 (48)	677 (406)	1 011 (736)
135	Kennedy Town - Wah Fu	6.53	- (88)	- (575)	- (759)
137	Quarry Bay - Chai Wan (5) & (14)	3.98	44 (58)	175 (231)	340 (426)
138	Sheung Wan/Central - Wan Chai (2) (13)	2.23	4 (101)	9 (225)	32 (924)
140	Lai Tak Tsuen - Kennedy Town (2) & (10)	7.95	57 (59)	453 (469)	818 (919)
142	Sai Wan Ho - Chai Wan (14)	3.26	56 (117)	183 (381)	581 (885)
143	Central - Daimaru (12)	3.78	181 (185)	684 (699)	1 881 (3 167)
144	Daimaru - Sai Wan Ho (9) & (15)	6.01	65 (93)	391 (559)	1 129 (1 220)
145	Central - Shek Pai Wan (1) & (13)	10.50	41 (65)	431 (683)	596 (805)
	HONG KONG ISLAND - 16 HOUR		14 661 (16 594)	91 460 (99 985)	219 823 (210 735)

- Notes :
- (1) Operate in morning peak only
 - (2) Operate in morning only
 - (3) Operate in morning peak only from Central to Wong Chuk Hang
 - (4) Operate in morning peak only from Chai Wan to Shau Kei Wan
 - (5) Operate at the period 0700-1200 and 1800-2300
 - (6) Operate at the period 1700-2300 from Central to Wah Fu
 - (7) Cease operating after 1500 hour and one way to North Point
 - (8) Cease operating after 1900 hour from Wan Chai to Sai Wan Ho
 - (9) Cease operating after 1900 hour from Daimaru to Sai Wan Ho
 - (10) One way to Kennedy Town
 - (11) One way to Wan Chai
 - (12) One way to Daimaru
 - (13) One way to Central
 - (14) One way to Chai Wan
 - (15) One way to Sai Wan Ho

* 1987 figures are shown in brackets

TABLE 6*

RMB ROUTE CHARACTERISTICS IN 1988 (& COMPARISON WITH 1987)
URBAN KOWLOON (WEEKDAY - 16 HOUR)

ROUTE		MEAN LENGTH (km)	VEHICLE TRIPS (No.)	VEHICLE KILO- METERAGE (km)	PASSENGER TRIPS (No.)
REF. NO.	DESCRIPTION				
201	Mong Kok - Kwun Tong	8.21	1 782 (1 807)	14 630 (14 835)	19 786 (20 517)
202	Castle Peak Road - To Kwa Wan	9.23	1 885 (1 992)	17 399 (18 386)	21 178 (29 490)
203	Castle Peak Road - Kwun Tong	12.84	2 050 (2 107)	26 322 (27 054)	23 477 (27 249)
204	Hung Hom - Kwun Tong	8.24	1 232 (1 287)	10 152 (10 605)	13 469 (15 350)
205	Jordan Road - Kwun Tong	9.14	1 652 (1 702)	15 099 (15 556)	19 363 (22 710)
206	Lei Yue Mun - Kwun Tong	3.41	1 331 (1 339)	4 539 (4 566)	15 718 (16 457)
206A	Lei Yue Mun Ferry - Yau Tong (9)	1.05	29 (29)	30 (30)	243 (238)
207	Tai Kok Tsui - Kwun Tong (2)	9.39	15 (15)	141 (141)	180 (188)
208	Sham Shui Po - Kwun Tong (3)	9.72	118 (120)	1 147 (1 166)	1 368 (1 629)
209	Mong Kok - Tsz Wan Shan	6.09	1 066 (1 091)	6 492 (6 644)	9 718 (11 126)
211A	Sau Mau Ping (Upper) - Kwun Tong	3.34	2 405 (2 421)	8 033 (8 086)	22 973 (24 177)
211B	Sau Mau Ping (Central) - Kwun Tong	2.63	1 053 (1 060)	2 769 (2 788)	9 361 (9 865)
211C	Sau Mau Ping (Lower) - Kwun Tong	1.75	359 (361)	628 (632)	2 924 (2 857)
213A	Castle Peak Road - Wong Tai Sin (4)	6.80	112 (158)	762 (1 074)	1 403 (2 102)
213B	Castle Peak Road - Wong Tai Sin (5)	6.63	1 558 (1 594)	10 330 (10 568)	16 469 (18 674)
214	Mong Kok - Wong Tai Sin	4.97	1 363 (1 395)	6 774 (6 933)	14 458 (16 454)
215	Lam Tin - Kwun Tong	2.48	2 484 (2 500)	6 160 (6 200)	22 160 (26 394)
216	Jordan Road - Wong Tai Sin	6.70	560 (573)	3 752 (3 839)	6 931 (9 129)
217	Sau Mau Ping (Central) - Kwun Tong Ferry	3.51	922 (929)	3 236 (3 261)	10 970 (11 522)
218	Mong Kok - To Kwan Wan	5.12	440 (449)	2 253 (2 299)	4 714 (5 176)

TABLE 6* (CONT'D)

ROUTE		MEAN	VEHICLE	VEHICLE	PASSENGER
REF.	DESCRIPTION	LENGTH	TRIPS	KILO-	TRIPS
NO.		(km)	(No.)	METERAGE	(No.)
				(km)	
219	Wong Tai Sin/Kowloon City - Kwun Tong	6.40	780 (785)	4 992 (5 024)	7 317 (8 353)
220	Ngau Tau Kok - Kwun Tong Ferry	2.12	294 (296)	623 (628)	2 018 (2 424)
221	Kwun Tong - Ko Chiu Road Estate	2.92	817 (823)	2 386 (2 403)	8 983 (8 922)
222	Pak Tin Estate - Pei Ho Street	1.12	225 (237)	252 (265)	2 196 (2 224)
223	Pak Tin Estate - Mong Kok	3.10	149 (157)	462 (487)	1 519 (1 535)
224	San Po Kong - Tsz Wan Shan	3.31	269 (270)	890 (894)	2 667 (2 651)
225	Hung Hom - Tsz Wan Shan (9)	7.00	37 (40)	259 (280)	502 (728)
226	Ho Man Tin Estate - Mong Kok	1.82	676 (797)	1 230 (1 451)	7 234 (8 371)
227	Oi Man Estate - Mong Kok	2.60	919 (1 083)	2 389 (2 816)	9 473 (11 046)
228	Mong Kok - Castle Peak Road	3.52	83 (88)	292 (310)	742 (896)
230	Choi Hung Estate - Mong Kok	4.90	515 (527)	2 524 (2 582)	5 415 (6 004)
231	Choi Hung Estate - Castle Peak Road	7.95	376 (385)	2 989 (3 061)	3 728 (4 231)
235	Jordan Road - Mei Foo (6)	6.97	124 (130)	864 (906)	1 505 (2 170)
236	Ho Man Tin Estate - Hung Hom Ferry (2)	2.45	18 (16)	44 (39)	168 (146)
238	Lok Man Estate - Mong Kok	3.40	408 (418)	1 387 (1 421)	4 481 (4 611)
239	Hung Hom - Wang Tau Hom (9)	5.63	18 (19)	101 (107)	241 (352)
241	Kwun Tong - Tsz Wan Shan (2)	5.07	56 (56)	284 (284)	760 (880)
242	Wong Tai Sin - Oi Man Estate	7.00	220 (203)	1540 (1 421)	2 256 (2 836)
244	Tsz Wan Shan - Castle Peak Road	7.37	127 (178)	936 (1 312)	1 625 (2 432)
245	Jordan Road - Castle Peak Road (7)	4.80	272 (278)	1 306 (1 334)	2 538 (3 102)

TABLE 6* (CONT'D)

ROUTE		MEAN LENGTH (km)	VEHICLE TRIPS (No.)	VEHICLE KILO- METERAGE (km)	PASSENGER TRIPS (No.)
REF. NO.	DESCRIPTION				
246	Sau Mau Ping (Central) - Wo Lok Estate (8)	2.85	458 (461)	1 305 (1 314)	3 573 (3 492)
247	Wong Tai Sin MTR Station - Tsz Wan Shan (10)	2.10	370 (372)	777 (781)	2 466 (2 410)
250	Wong Tai Sin - Lion Rock Village	5.73	20 (28)	115 (160)	242 (326)
251	Mong Kok - Kai Yip Estate	6.80	263 (265)	1 788 (1 802)	2 722 (2 889)
253	Lower Ngau Tau Kok Estate - Lok Wah Estate	1.00	1 365 (1 373)	1 365 (1 373)	14 091 (13 770)
254	Kwun Tong - Kung Lok Road (11)	0.90	213 (215)	192 (194)	1 725 (1 686)
255	Sau Mau Ping (Central) - Mong Kok (12)	9.12	119 (120)	1 085 (1 094)	1 710 (1 671)
URBAN KOWLOON TOTAL - 16 HOUR			31 607 (32 549)	173 025 (178 406)	328 760 (371 562)

- Note :
- (1) Operates in morning and evening peaks only
 - (2) Operates in morning peak only
 - (3) Ceases operating after 2000 hours
 - (4) Via Lung Cheung Road
 - (5) Via Boundary Street
 - (6) Operates after 1200 hours
 - (7) One-way from Castle Peak Road only
 - (8) Operates after 1500 hours
 - (9) Operates in morning peak and after 2000 hours
 - (10) Ceases operating after 1200 hours
 - (11) Ceases operating after 2100 hours
 - (12) operates in morning peak only from Sau Mau Ping (Central) to Mong Kok

* Field observation was not carried out in 1988 for Urban Kowloon. Vehicle and passenger volumes for each route terminating in this area were estimated by applying growth factors (derived from the Annual Traffic Census) to the corresponding figures in 1987 which are shown in brackets.

TABLE 7*

RMB ROUTE CHARACTERISTICS IN 1988 (& COMPARISON WITH 1987)
KOWLOON - NEW TERRITORIES (WEEKDAY - 16 HOUR)

ROUTE		MEAN LENGTH (km)	VEHICLE TRIPS (No.)	VEHICLE KILO- METERAGE (km)	PASSENGER TRIPS (No.)
REF. NO.	DESCRIPTION				
301	Jordan Road - Yuen Long	40.60	1 086 (1 219)	44 092 (49 491)	16 203 (17 194)
302	Jordan Road - Tsuen Wan	13.38	2 776 (2 380)	37 143 (31 844)	40 891 (35 110)
303	Jordan Road - Sheung Shui	33.96	361 (276)	12 260 (9 373)	5 423 (5 235)
305	Sham Shui Po - Shek Lei	8.04	435 (390)	3 497 (3 136)	5 899 (5 227)
306	Jordan Road - Lei Muk Shu/Shek Yam	11.36	1 141 (976)	12 962 (11 019)	16 109 (13 780)
307	Kowloon City - Sai Kung	15.32	217 (161)	3 324 (2 467)	2 575 (1 752)
307A	Ping Shek/Choi Hung - Sai Kung	10.55	209 (233)	2 205 (2 458)	2 168 (2 488)
308	Sham Shui Po - Yuen Long	37.35	373 (383)	13 932 (14 305)	4 900 (4 821)
309	Sham Shui Po - Tsuen Wan	10.56	1 727 (1 478)	18 237 (15 608)	22 730 (19 497)
312	Mong Kok - Kwai Shing (1)	10.44	192 (164)	2 004 (1 712)	2 422 (2 079)
313	Sham Shui Po - Lei Muk Shu/Shek Yam	8.15	703 (632)	5 729 (5 151)	9 608 (8 527)
315	Sham Shui Po - Lai Yiu	6.15	206 (186)	1 267 (1 144)	2 212 (1 967)
317	Sham Shui Po - Tai Wai	9.00	180 (190)	1 620 (1 710)	1 691 (1 788)
321	Sham Shui Po - Sheung Shui	30.98	45 (124)	1 394 (3 842)	648 (2 188)
322	Mong Kok - Shek Lei	9.00	441 (378)	3 969 (3 402)	5 751 (4 934)
323	Mong Kok - Lei Muk Shu/Shek Yam	9.90	191 (164)	1 891 (1 624)	2 229 (1 910)
329	Mei Foo - Princess Margaret Hospital	1.93	101 (87)	195 (168)	796 (685)
331	Jordan Road - Luen Wo Market (2)	31.34	51 (40)	1 598 (1 254)	463 (721)
332	Mong Kok - Shek Wai Kok/Cheung Shan Estate	13.10	162 (139)	2 122 (1 821)	2 175 (1 865)
333	Jordan Road - Shek Lei	10.46	184 (159)	1 925 (1 663)	2 526 (2 187)
334	Un Chau Estate - Cheung Hang Tsuen	2.93	119 (107)	349 (314)	920 (815)

TABLE 7* (CONT'D)

ROUTE		MEAN LENGTH (km)	VEHICLE TRIPS (No.)	VEHICLE KILO- METERAGE (km)	PASSENGER TRIPS (No.)
REF. NO.	DESCRIPTION				
335	Mong Kok - Tai Wai (3)	10.75	22 (18)	237 (194)	264 (256)
336	Ping Shek/Choi Hung - Hang Hau	15.10	- (248)	- (3 745)	- (2 255)
337	Ping Shek/Choi Hung - Tai O Mun	11.00	85 (139)	935 (1 529)	975 (1 600)
KOWLOON/NEW TERRITORIES TOTAL - 16 HOUR			11 007 (10 271)	172 887 (168 974)	149 578 (138 881)

- Note : (1) Operate after 1400 hours
 (2) One-way from Luen Wo Market to Jordan Road
 (3) One-way from Tai Wai to Mong Kok

* Field observation was not carried out in 1988 for west N.T. Vehicle and passenger volumes for each route terminating in this area were estimated by applying growth factors (derived from the Annual Traffic Census) to the corresponding figures in 1987 which are shown in brackets.

TABLE 8*

RMB ROUTE CHARACTERISTICS IN 1988 (& COMPARISON WITH 1987)
NEW TERRITORIES DOMESTIC (WEEKDAY - 16 HOUR)

REF. NO.	ROUTE	MEAN LENGTH (km)	VEHICLE TRIPS (No.)	VEHICLE KILO- METERAGE (km)	PASSENGER TRIPS (No.)
	DESCRIPTION				
401	Tsuen Wan - Shek Lei	4.67	833 (748)	3 890 (3 493)	11 874 (10 515)
402A	Yuen Long - Sheung Shui (1)	15.51	1 028 (1 272)	15 944 (19 729)	18 014 (22 714)
402B	Yuen Long - Sheung Shui (2)	16.35	672 (707)	10 987 (11 559)	13 653 (14 368)
403	Yuen Long - San Hui	8.53	576 (670)	4 913 (5 715)	8 424 (9 111)
404	Yuen Long - Lam Tei	6.15	102 (448)	627 (2 755)	1 443 (5 984)
408	Tsuen Wan - Lei Muk Shu	4.73	326 (293)	1 542 (1 386)	3 106 (2 752)
409	Luen Wo Market - Ping Che	4.80	91 (93)	437 (446)	1 026 (1 139)
410	Tsuen Wan - Tai Wo Hau	1.69	338 (304)	571 (514)	2 971 (2 543)
411	Yuen Long - Tai Tong	3.48	1 359 (1 169)	4 729 (4 068)	12 717 (11 275)
412	Yuen Long - Sheung Tsuen (3)	9.75	393 (351)	3 832 (3 422)	4 512 (4 351)
413	Tai Po - Luen Wo Market	8.06	91 (63)	733 (508)	744 (376)
417	Tsuen Wan - Yuen Long	28.51	171 (204)	4 875 (5 816)	2 124 (1 966)
418	Tsuen Wan - Shek Wai Kok	4.06	1 678 (1 508)	6 813 (6 122)	18 429 (16 344)
426	Tai Po - Sheung Shui	10.29	493 (491)	5 073 (5 052)	4 910 (5 063)
427	Luen Wo Market - Sheung Shui	2.62	192 (208)	503 (545)	1 315 (1 525)
428	Yuen Long - Tai Po	17.95	279 (287)	5 008 (5 152)	4 306 (4 470)
429	Sheung Shui - Ping Che	7.42	229 (234)	1 699 (1 736)	2 518 (2 709)
431	Yuen Long - Sheung Tsuen (4)	10.14	49 (84)	497 (852)	623 (1 070)
DOMESTIC NEW TERRITORIES TOTAL - 16 HOUR			8 900 (9 134)	72 673 (78 870)	112 709 (118 275)

Note : (1) Via Castle Peak Road
 (2) Via Fan Kam Road
 (3) Via Kam Sheung Road
 (4) Via Kam Tin Road

* Field observation was not carried out in 1988 for west N.T. Vehicle and passenger volumes for each route terminating in this area were estimated by applying growth factors (derived from the Annual Traffic Census) to the corresponding figures in 1987 which are shown in brackets.

TABLE 9*

**RMB ROUTE CHARACTERISTICS IN 1988 (& COMPARISON WITH 1987)
CROSS HARBOUR (WEEKDAY - 16 HOUR)**

ROUTE GROUP	VEHICLE TRIPS (NO.)	PASSENGER TRIPS (NO.) (AT SCREENLINE)
West Kowloon - East Hong Kong	114 (132)	1 226 (1 442)
East Kowloon - East Hong Kong	384 (445)	4 344 (5 110)
West Kowloon - West Hong Kong	0 (0)	0 (0)
East Kowloon - West Hong Kong	0 (0)	0 (0)
CROSS HARBOUR TOTAL - 16 HOUR	498 (577)	5 570 (6 552)

- * Field observation was not carried out in 1988 for cross harbour routes. Vehicle and passenger volumes were estimated by applying growth factors (derived from the Annual Traffic Census) to the corresponding figures in 1987 which are shown in brackets.

TABLE 10A
RMB ROUTE FARE CHARGE AND REVENUE
HONG KONG ISLAND

ROUTE		NORMAL FARE (HK\$)	INCREASED FARE (HK\$)	HOUR OF OPERATION ON INCREASED FARE	REVENUE (HK\$)	REVENUE PER VEHICLE KILOMETRE (HK\$)
REF. NO.	DESCRIPTION					
103	Sheung Wan/Central - Aberdeen	3.0	3.5-4.0	0700-1000 1600-2000	53 390	6.45
104	Sheung Wan/Central - Wah Fu	2.5	3.0-5.0	0700-1200 1700-1900	40 078	8.52
106	Kennedy Town - Aberdeen	2.5	-	-	17 807	4.65
107	Tin Wan - Aberdeen	1.0/1.5	-	-	7 813	8.14
108	Shek Pai Wan - Aberdeen	1.0	-	-	13 924	13.66
109	North Point - Kennedy Town	3.0	3.5	0700-0900	52 213	7.11
110	Wong Chuk Hang - Aberdeen	1.0	-	-	12 281	5.13
111	Kennedy Town - Central	2.0	2.5-3.0	0700-1000 1700-2000	11 814	8.65
112	Kennedy Town - Daimaru	2.0-3.0	3.5-5.0	0700-1000	165 548	7.96
114	Sheung Wan/Central - Quarry Bay	3.0	3.5-5.0	0700-0900	19 305	2.94
116	Chai Wan - Wan Chai	2.0/2.5	3.0	0700-1100 1700-2000	26 293	5.52
117	Shau Kei Wan - Wan Chai	2.0/2.5	3.0	0700-1000 1600-2000	66 601	4.56
120	Shau Kei Wan - Chai Wan	1.0/1.5	2.0	0700-0900	5 709	6.43
121	Aberdeen - Wah Fu	1.5	-	-	5 530	5.77
122	Wan Chai - North Point	1.0	-	-	816	3.20
123	Wan Chai - Sai Wan Ho	2.0	2.5-3.0	0700-1000 1600-1900	10 774	5.51
125	Daimaru - Aberdeen	3.0	3.5-5.0	0700-1000	13 760	5.48
127	Central - Sai Wan Ho	3.0	3.5-6.0	0700-1000	6 038	3.83
129	Kennedy Town - Sai Wan Ho	3.0/3.5	4.0-5.0	0700-1000	4 904	4.67
131	Sheung Wan/Central- Wong Chuk Hang	3.0/4.0	-	-	3 346	4.46
132	Wan Chai - Kennedy Town	2.0-3.0	3.5	0700-0900	8 433	12.84
133	Daimaru - Shau Kei Wan	1.0-2.0	-	-	7 457	6.04
134	Chai Wan - Daimaru	2.0-3.0	-	-	2 730	4.03
137	Quarry Bay - Chai Wan	1.5-2.0	-	-	578	3.30
138	Sheung Wan/Central - Wan Chai	1.0-2.0	3.0-4.0	0800-1000 1500-1900	61	6.78
140	Kennedy Town - Lai Tak Tsuen	2.0-3.0	4.0	0800-0900	2 618	5.78
142	Sai Wan Ho - Chai Wan	1.0	1.5-2.0	0700-1000	988	5.40
143	Central - Daimaru	2.0	2.5-3.0	0700-1500 2000-2300	4 514	6.60
144	Daimaru - Sai Wan Ho	1.0-2.0	2.5-3.0	1700-1900	2 032	5.20
145	Central - Shek Pai Wan	3.0-3.5	4.0	0700-0900	2 444	5.67
HONG KONG ISLAND TOTAL - 16 HOUR					569 799	6.23

TABLE 108*

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RMB ROUTE FARE CHARGE AND REVENUE
URBAN KOWLOON (WEEKDAY - 16 HOUR)

ROUTE		NORMAL FARE (HK\$)	INCREASED FARE (HK\$)	HOUR OF OPERATION ON INCREASED FARE	REVENUE (HK\$)	REVENUE PER VEHICLE KILOMETRE (HK\$)
REF. NO.	DESCRIPTION					
201	Mong Kok - Kwun Tong	2.0-3.0	3.5	0800 - 1000	59 259	4.05
202	Castle Peak Road - To Kwa Wan	2.0-3.0	3.5/4.0	0700 - 1000 1700 - 2000	61 691	3.55
203	Castle Peak Road - Kwun Tong	2.0-3.0	3.5/4.0	0700 - 1000 1700 - 2000	73 600	2.80
204	Hung Hom - Kwun Tong	2.0-3.0	3.5/4.0	0700 - 1000 1700 - 2000	39 498	3.89
205	Jordan Road - Kwun Tong	2.5/3.0	3.5/4.0	0700 - 1000 1700 - 2000	60 606	4.01
206	Lei Yue Mun - Kwun Tong	1.3	-	-	20 433	4.50
206A	Lei Yue Mun Ferry - Yau Tong (9)	1.3	-	-	315	10.50
207	Tai Kok Tsui - Kwun Tong (2)	3.0	-	-	540	3.83
208	Sham Shui Po - Kwun Tong (3)	2.5	-	-	3 420	2.98
209	Mong Kok - Tsz Wan Shan	2.5	3.0	0700 - 1000 1700 - 1900	24 917	3.84
211A	Sau Mau Ping (Upper) - Kwun Tong	1.2	-	-	27 567	3.43
211B	Sau Mau Ping (Central) - Kwun Tong	1.2	-	-	11 233	4.06
211C	Sau Mau Ping (Lower) - Kwun Tong	1.0	-	-	2 924	4.66
213A	Castle Peak Road - Wong Tai Sin (4)	2.5/3.0	-	-	4 155	5.45
213B	Castle Peak Road - Wong Tai Sin (5)	2.0/2.5	3.0/3.5	0700 - 1000 1800 - 2000	37 813	3.66
214	Mong Kok - Wong Tai Sin	2.0	-	-	28 916	4.27
215	Lam Tin - Kwun Tong	1.0	-	-	22 160	3.60
216	Jordan Road - Wong Tai Sin	2.5/3.0	-	-	17 345	4.62
217	Sau Mau Ping (Central) - Kwun Tong Ferry	1.2	-	-	13 164	4.07
218	Mong Kok - To Kwa Wan	2.0/2.5	3.0	0800 - 1000	10 890	4.83
219	Wong Tai Sin/Kowloon City-Kwun Tong	1.5/2.5	3.0	1700 - 2000	16 288	3.26
220	Ngau Tau Kok - Kwun Tong Ferry	1.5	-	-	3 027	4.86
221	Kwun Tong - Ko Chiu Road Estate	1.3	-	-	11 678	4.89
222	Pak Tin Estate - Pei Ho Street	0.8	-	-	1 757	6.97
223	Pak Tin Estate - Mong Kok	1.5	-	-	2 279	4.93

TABLE 10B* (CONT'D)

ROUTE		NORMAL FARE (HK\$)	INCREASED FARE (HK\$)	HOUR OF OPERATION ON INCREASED FARE	REVENUE (HK\$)	REVENUE PER VEHICLE KILOMETRE (HK\$)
REF. NO.	DESCRIPTION					
224	San Po Kong - Tsz Wan Shan	2.0	-	-	5 334	5.99
225	Hung Hom - Tsz Wan Shan (9)	2.5	3.0	0700 - 1000	1 411	5.45
226	Ho Man Tin Estate - Mong Kok	1.3	-	-	9 404	7.65
227	Oi Man Estate - Mong Kok	1.8	-	-	17 052	7.14
228	Mong Kok - Castle Peak Road	2.0	-	-	1 491	5.11
230	Choi Hung Estate - Mong Kok	2.0	2.5	0700 - 1000	11 036	4.37
231	Choi Hung Estate - Castle Peak Road	2.0/2.5	3.0/3.5	0700 - 0900 1800 - 2000	8 016	2.68
235	Jordan Road - Mei Foo (6)	3.5	-	-	5 268	6.10
236	Ho Man Tin Estate - Hung Hom Ferry (2)	1.3	-	-	219	4.98
238	Lok Man Estate - Mong Kok	2.0	-	-	8 962	6.46
239	Hung Hom - Wang Tau Hom (9)	2.5	-	-	603	5.97
241	Kwun Tong - Tsz Wan Shan (2)	2.5	-	-	1 900	6.69
242	Wong Tai Sin - Oi Man Estate	2.5	-	-	5 640	3.66
244	Tsz Wan Shan - Castle Peak Road	3.0	-	-	4 875	5.21
245	Jordan Road - Castle Peak Road (7)	2.0	2.5/3.0	1700-2000	5 131	3.93
246	Sau Mau Ping (Central) - Wo Lok Estate (8)	1.2	-	-	4 287	3.29
247	Wong Tai Sin MTR Station - Tsz Wan Shan (10)	1.0	-	-	2 466	3.17
250	Wong Tai Sin - Lion Rock Village	2.5	-	-	605	5.26
251	Mong Kok - Kai Yip Estate	2.5	-	-	6 805	3.81
253	Lower Ngau Tau Kok Estate - Lok Wah Estate	0.7	-	-	9 864	7.23
254	Kwun Tong - Kung Lok Road (11)	1.0	-	-	1 725	8.98
255	Sau Mau Ping (Central) - Mong Kok (12)	4.0	-	-	6 840	6.30
URBAN KOWLOON TOTAL - 16 HOUR					674 409	3.90

TABLE 10B* (CONT'D)

- Note :
- (1) Operates in morning and evening peaks only
 - (2) Operates in morning peak only
 - (3) Ceases operating after 2000 hours
 - (4) Via Lung Cheung Road
 - (5) Via Boundary Street
 - (6) Operates after 1200 hours
 - (7) One-way from Castle Peak Road only
 - (8) Operates after 1500 hours
 - (9) Operates in morning peak and after 2000 hours
 - (10) Ceases operating after 1200 hours
 - (11) Ceases operating after 2100 hours
 - (12) Operates in morning peak only from Sau Mau Ping (Central) to Mong Kok

* Field observation was not carried out for Urban Kowloon in 1988. Data are based on 1987 survey.

TABLE 10C*

**RMB ROUTE FARE CHARGE AND REVENUE
KOWLOON - NEW TERRITORIES (WEEKDAY - 16 HOUR)**

REF. NO.	ROUTE	NORMAL FARE (HK\$)	INCREASED FARE (HK\$)	HOUR OF OPERATION ON INCREASED FARE	REVENUE (HK\$)	REVENUE PER VEHICLE KILOMETRE (HK\$)
	DESCRIPTION					
301	Jordan Road - Yuen Long	6.0/7.0	8.0	0700-0900 1700-2300	110 690	2.51
302	Jordan Road - Tsuen Wan	3.0/3.5	-	-	143 119	3.13
303	Jordan Road - Sheung Shui	6.0/7.0	-	-	38 330	3.13
305	Sham Shui Po - Shek Lei	3.0	-	-	17 697	5.06
306	Jordan Road - Lei Muk Shu/ Shek Yam	3.0/3.5	4.0	0800-1100 1700-1900	54 399	4.19
307	Kowloon City - Sai Kung	4.5/5.0	-	-	11 966	3.59
307A	Ping Shek/Choi Hung - Sai Kung	3.0/4.0	-	-	8 124	3.68
308	Sham Shui Po - Yuen Long	6.0/7.0	8.0	0700-0900 1700-2300	31 985	2.29
309	Sham Shui Po - Tsuen Wan	3.0	-	-	68 190	3.74
312	Mong Kok - Kwai Shing (1)	3.5	-	-	8 477	4.23
313	Sham Shui Po - Lei Muk Shu/ Shek Yam	3.0	-	-	28 824	5.03
315	Sham Shui Po - Lai Yiu	2.5	-	-	5 598	4.42
317	Sham Shui Po - Tai Wai	3.0	-	-	5 939	3.13
321	Sham Shui Po - Sheung Shui	5.0-7.0	-	-	4 255	3.05
322	Mong Kok - Shek Lei	3.0/3.5	4.0	1900-2300	18 979	4.78
323	Mong Kok - Lei Muk Shu/Shek Yam	3.0/3.5	4.0	1700-2300	7 021	3.71
329	Mei Foo - Princess Margaret Hospital	1.0	-	-	796	4.08
331	Jordan Road - Luen Wo Market (2)	6.0/7.0	-	-	3 241	2.03
332	Mong Kok - Shek Wai Kok/ Cheung Shan Estate	3.5/4.0	-	-	8 594	4.05
333	Jordan Road - Shek Lei	3.0/3.5	-	-	8 453	4.39
334	Un Chau Estate - Cheung Hang Tsuen	2.0	-	-	1 840	5.27
335	Mong Kok - Tai Wai (3)	3.0	-	-	1 003	4.44
336	Ping Shek/Choi Hung - Hang Hau	3.0/3.5	-	-	-	-
337	Ping Shek/choi Hung - Tai O Mun	3.5/4.0	-	-	3 686	3.94
KOWLOON - NEW TERRITORIES TOTAL - 16 HOUR					591 206	3.41

Note : Field observation was not carried out in 1988 for west N.T. Data on routes terminating in this area are based on 1987 survey.

TABLE 10D*

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**RMB ROUTE FARE CHARGE AND REVENUE
NEW TERRITORIES DOMESTIC (WEEKDAY - 16 HOUR)**

ROUTE		NORMAL FARE (HK\$)	INCREASED FARE (HK\$)	HOUR OF OPERATION ON INCREASED FARE	REVENUE (HK\$)	REVENUE PER VEHICLE KILOMETRE (HK\$)
REF. NO.	DESCRIPTION					
401	Tsuen Wan - shek Lei	1.5	-	-	17 811	4.58
402A	Yuen Long - Sheung Shui (1)	3.5	-	-	72 056	4.52
402B	Yuen Long - sheung Shui (2)	3.5	-	-	54 612	4.97
403	Yuen Long - San Hui	2.5/3.0	-	-	22 189	4.52
404	Yuen Long - Lam Tei	2.0	-	-	2 886	4.60
408	Tsuen Wan - Lei Muk Shu	1.0/1.5	-	-	4 115	2.67
409	Luen Wo Market - Ping Che	1.5/2.0	-	-	1 637	3.75
410	Tsuen Wan - Tai Wo Hau	1.0	-	-	2 971	5.20
411	Yuen Long - Tai Tong	1.0	-	-	16 532	3.49
412	Yuen Long - Sheung Tsuen (3)	2.5	-	-	11 507	3.00
413	Tai Po - Luen Wo Market	2.0/2.5	-	-	1 488	2.03
417	Tsuen Wan - Yuen Long	6.0/7.0	-	-	14 230	2.92
418	Tsuen Wan - Shek Wai Kok	1.0	-	-	18 429	2.71
426	Tai Po - Sheung Shui	2.5/3.0	-	-	14 730	2.90
427	Luen Wo Market - Sheung Shui	1.5/2.5	-	-	1 973	3.92
428	Yuen Long - Tai Po	4.0	-	-	19 378	3.87
429	Sheung Shui - Ping Che	2.0	-	-	5 625	3.31
431	Yuen Long - Sheung Tsuen (4)	2.0	-	-	1 558	3.13
DOMESTIC NEW TERRITORIES TOTAL - 16 HOUR					283 727	3.90

Note : Field observation was not carried out in 1988 for west N.T. Data on routes terminating in this area are based on 1987 survey.

TABLE 11
COMPARISON OF GMB WEEKDAY CHARACTERISTICS (16-HOUR) 1979-1988

CHARACTERISTICS	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	% CHANGE 88/87
1. Number of GMB registered	181	343	374	579	822	943	1 048+	1 142	1 222	1 289	+5.5
2. Number of vehicle trips operated	1 730	11 317	14 755	21 479	32 056	38 142	45 203	50 837	53 272	55 238	+3.7
3. Number of vehicle trips scheduled*	7 349	10 546	12 944	17 442	23 121	27 725	31 789	37 621	39 178	41 973	+7.1
4. Proportion of trips operated	100%	107%	114%	123%	139%	138%	142%	135%	136%	132%	-2.9
5. Number of passengers	67 217++	110 215++	149 552++	201 216++	297 092++	359 188++ 484 824	572 297	611 326	611 817	694 306	+13.5
6. Total vehicle Kilometrage	29 867	58 186	79 828	112 753	162 676	202 168	224 990	254 984	262 381	273 241	+4.1
7. Average vehicle trip length (km)	4.08	5.14	5.41	5.25	5.07	5.30	4.98	5.02	4.93	4.95	+0.4
8. Average trips per vehicle (No.)**	45	37	44	41	43	45	48	49	48	48	+0.0
9. Average distance covered per vehicle (km)**	183.3	188.5	237.2	216.4	219.8	238.1	238.5	248.1	238.5	235.5	-1.3
10. Passengers per vehicle km (No.)	2.25++	1.89++	1.87++	1.78++	1.83++	1.78++ 2.40	2.54	2.40	2.33	2.54	+9.0
11. Passengers per vehicle trips (No.)	9.18++	9.74++	10.14++	9.37++	9.27++	9.42++ 12.71	12.66	12.03	12.42	12.57	+1.2
12. Passengers per vehicle (No.)**	413++	357++	444++	386++	401++	423++ 571	607	595	602	598	-10.5

Note : + As at survey month (Nov. 1985)
++ Screenline passengers

* Note including non-observable routes
** Assume 10% vehicle were off road due to repair etc.

TABLE 12A
GMB ROUTE CHARACTERISTICS IN 1988 (& COMPARISON WITH 1987*)
HONG KONG ISLAND (WEEKDAY - 16 HOUR)

ROUTE		MEAN LENGTH (KM)	AUTHO- RISED FARE (HK\$)	VEHICLE TRIPS (NO.)	VEHICLE KILO- METRAGE (KM)	PASSENGER TRIPS (NO.)	SCHEDULED VEH. TRIPS (NO.)
NO.	DESCRIPTION						16-HR
1	Central (H.M.S. Tamar) - The Peak (Upper Peak Tram Terminus)	8.1	4.0	247 (249)	2 001 (2 017)	3 877 (3 583)	236
1A	Central (Star Ferry) - Macdonnell Road (Circular)	2.3	1.3	148 (135)	340 (304)	2 359 (2 063)	132
2	Central (H.M.S. Tamar) - Old Peak Road (Circular)	4.0	2.0	67 (80)	268 (316)	393 (680)	92
3	Central (H.M.S. Tamar) - Po Shan Road	4.7	2.0	281 (276)	1 321 (1 297)	3 525 (3 215)	218
3A	Central (H.M.S. Tamar) - Conduit Road	4.1	2.0	17 (25)	70 (103)	235 (264)	100
4A	Aberdeen (Shek Pai Wan) - Causeway Bay (Yun Ping Road) (2)	8.9	3.5	580 (550)	5 162 (4 895)	9 047 (8 737)	416
4B	Aberdeen (Shek Pai Wan) - Wan Chai (Circular)	8.3	3.5	100 (98)	830 (774)	1 651 (1 629)	94
4C	Aberdeen (Shek Pai Wan) - Causeway Bay (Yun Ping Road)	8.1	3.5	363 (372)	2 940 (2 864)	5 519 (5 732)	182
5	Aberdeen (Nam Ning Street) - Causeway Bay (Pak Sha Road)	9.5	3.5	216 (227)	2 052 (2 202)	3 071 (2 817)	206
6	Central (Star Ferry) - Ocean Park/Shouson Hill	12.1	4.0	59 (54)	714 (653)	507 (453)	58
7	Central (Star Ferry) - Mount Nicholson Gap	8.6	4.0	10 (20)	86 (172)	52 (146)	27
8	Central (Star Ferry) - Baguio Villas (Lower)	9.1	4.0	261 (278)	2 375 (2 530)	4 756 (6 246)	267
9	Central (Star Ferry) - Bowen Road (Circular)	3.3	2.0	112 (112)	370 (370)	1 143 (1 090)	114

TABLE 12A (CONT'D)

ROUTE		MEAN LENGTH (KM)	AUTHO- RISED FARE (HK\$)	VEHICLE TRIPS (NO.)	VEHICLE KILO- METRAGE (KM)	PASSENGER TRIPS (NO.)	SCHEDULED VEH. TRIPS (NO.)
NO.	DESCRIPTION						16-HR
10	Causeway Bay (Lockhart Road) - Scenic Villas/Sandy Bay	10.7	4.0	168 (142)	1 798 (1 512)	3 412 (3054)	213
11	Tin Wan (Ka Wo Street) - Causeway Bay (Jaffe Road)	13.9	4.0	109 (110)	1 515 (1 529)	2 300 (2 471)	127
12	Kwun Lung Lau - Sai Ying Pun (Circular)	3.0	1.3	345 (345)	1 035 (1 035)	4 042 (4 042)	292
13	Ka Wai Man Road - Sai Ying Pun (Circular)	2.5	1.3	431 (432)	1 078 (972)	6 477 (5 403)	220
14M	Causeway Bay (Pak Sha Road) - Moorsom Road (Circular)	3.3	1.5	352 (284)	1 162 (880)	4 263 (3 298)	310
15	Stanley Village - Stanley Fort	4.1	1.5	74 (63)	303 (258)	825 (631)	78
16M	Chai Wan MTR Station - Stanley Village/Chung Hom Kok	12.3	3.5	121 (123)	1488 (1 513)	1 373 (1 478)	60
18M	Chai Wan MTR Station - Cape Collinson (Correctional Institution)	5.4	2.5	14 (12)	76 (65)	172 (156)	12
19	Sai Wan Ho Ferry - O Pui Lung	1.5	1.0	526 (577)	789 (866)	5 569 (6 416)	148
20	Chai Wan Ferry - Sai Wan Ho Ferry	5.0	1.5	667 (765)	3 335 (3 825)	9 520 (11 396)	353
20M	Chai Wan Ferry - Hing Man Estate	3.3	1.0	455 (526)	1 502 (1 736)	4 662 (4 922)	394
21M	Causeway Bay (Pak Sha Road) - Tai Hang Drive (circular)	3.1	1.5	515 (380)	1 597 (1 387)	6 160 (4 399)	410

TABLE 12A (CONT'D)

ROUTE		MEAN LENGTH (KM)	AUTHO- RISED FARE (HK\$)	VEHICLE TRIPS (NO.)	VEHICLE KILO- METRAGE (KM)	PASSENGER TRIPS (NO.)	SCHEDULED VEH. TRIPS (NO.)
NO.	DESCRIPTION						16-HR
21M	Lai Tak Tsuen - Causeway Bay (Pak Sha Road) (1)	1.5	1.0	163 (199)	245 (299)	1 807 (2 092)	-
22	Central (Star Ferry) - Pok Fu Lam Gardens	9.4	3.5	379 (380)	3 563 (3 572)	4 871 (5 019)	366
23	Kennedy Town (Hau Wo Street) - Pok Fu Lam (Circular)	5.6	2.0	282 (209)	1 579 (1 139)	3 400 (2 936)	322
24A	Admiralty MTR Station - Shiu Fai Terrace (Circular)	3.1	2.0	38 (52)	118 (161)	476 (560)	74
24M	Mount Butler - Admiralty MTR Station	7.0	3.0	156 (176)	1 092 (1 232)	1 642 (1 637)	140
25	Upper Braemar Hill - Admiralty MTR Station	7.0	2.5	466 (423)	3 262 (2 961)	4 792 (4 553)	363
25A	Kingsford Gardens - Admiralty MTR Station	7.2	2.5	4 (30)	29 (216)	39 (266)	88
25M	Upper Braemar Hill - Quarry Bay MTR Station (Circular)	5.1	2.0	124 (118)	632 (1 192)	747 (787)	94
27	Aberdeen (Sai On Street) - Ap Lei Chau (Wai Fung Street) (3)	3.0	1.3	368 (383)	1 104 (1 187)	4 894 (5 181)	291
28	Baguio Villas (Upper) - Causeway Bay (Yun Ping Road)	14.7	4.0	300 (325)	4 410 (4 778)	5 672 (6 239)	200
28A	Central (Star Ferry) - So Kon Po (Circular)	9.7	2.5	46 (79)	446 (762)	785 (1 071)	98
29	Ap Lei Chau (Estate) - Ocean Park (Tai Shue Wan)	5.2	2.3	18 (80)	94 (400)	246 (900)	40
	Ap Lei Chau (Estate) - Wong Chuk Hang (Heung Yip Road) (1)	3.1	1.4	548 (573)	1 699 (1 604)	6 454 (6 431)	406

TABLE 12A (CONT'D)

ROUTE		MEAN LENGTH (KM)	AUTHO- RISED FARE (HK\$)	VEHICLE TRIPS (NO.)	VEHICLE KILO- METRAGE (KM)	PASSENGER TRIPS (NO.)	SCHEDULED VEH. TRIPS (NO.)
NO.	DESCRIPTION						16-HR
29A	Ap Lei Chau (Estate) - Wong Chuk Hang (Heung Yip Road)	5.4	2.3	68 (80)	367 (432)	792 (874)	86
30	Causeway Bay (Lee Garden Road) - Happy Valley (Holly Road)	2.5	1.3	496 (462)	1 240 (1 063)	6 232 (5 581)	230
30A	Causeway Bay (Lee Garden Road) - Watford Road	7.1	3.0	8 (38)	57 (270)	130 (571)	8
31	Tin Wan (Ka Wo Street) - Causeway Bay (Jaffe Road) (2)	12.5	4.0	404 (445)	5 050 (5 563)	7 545 (7 330)	241
32	Kornhill Development - Shau Kei Wan (Mong Lung Street)	3.9	1.5	342 (361)	1 334 (1 408)	4 438 (4 141)	270
33	Kornhill Development - North Point (Marble Road)	3.4	1.5	557 (564)	1 894 (1 918)	7 042 (6 756)	528
33M	Kornhill Development - Tai Koo MTR Station (Circular)	1.0	1.0	639 (766)	639 (728)	6 106 (6 527)	648
35M	Aberdeen (Nam Ling Street) - Wan Chai (Lun Fat Street)	8.2	3.5	282 (328)	2 312 (2 690)	4 117 (4 797)	267
36	Ap Lei Chau (Ping Lan Street) - Wan Chai Ferry Pier	10.6	3.5	178 (183)	1 887 (1 940)	2 135 (1 686)	146
HONG KONG ISLAND TOTAL				12 104 (12 489)	67 260 (69 590)	159 272 (160 256)	9 665 (8 883)

Notes : (1) Additional Journey
 (2) All night service was not included
 (3) In a circular route, half of the round-trip length was taken as the mean route length

* 1987 figures are shown in brackets.

TABLE 12B*

GMB ROUTE CHARACTERISTICS IN 1988 (& Comparison With 1987)
URBAN KOWLOON (WEEKDAY - 16 HOUR)

ROUTE		MEAN LENGTH (KM)	AUTHO- RISED FARE (HK\$)	VEHICLE TRIPS (NO.)	VEHICLE KILO- METRAGE (KM)	PASSENGER TRIPS (NO.)	SCHEDULED VEH. TRIPS (NO.)
NO.	DESCRIPTION						16-HR
1	Star Ferry - Tsim Sha Tsui East (Circular)	1.8	1.0	464 (490)	835 (882)	5 777 (5 813)	404
1M	Tsim Sha Tsui MTR Station - Tsim sha Tsui East (Circular)	2.1	1.0	263 (278)	552 (584)	2 180 (2 193)	276
2	Hung Hom (Whampoa Gardens) - Tat Chee Avenue Public Transport Terminus	7.2	2.0	136 (140)	979 (938)	1 473 (1 502)	193
3	Tsim Sha Tsui (Harkow Road) - Tai Tung Sun Chuen	4.2	2.0	240 (254)	1 008 (1 067)	3 633 (3 656)	228
4	Tsim Sha Tsui (Harkow Road) - Yau Yat Tsuen (1)	6.7	2.5	6 (6)	40 (38)	61 (62)	-
4M	Yau Yat Tsuen - Mong Kok MTR Station (Circular)	2.9	1.0	12 (12)	35 (35)	92 (93)	70
5M	Waterloo Hill (Hok Yu Lane) - Argyle MTR Station (Circular)	1.4	1.0	255 (261)	357 (365)	3 132 (3 176)	242
6	Hung Hom (Whampoa Gardens) - Tsim Sha Tsui (Harkow Road)	4.3	2.0	476 (503)	2 047 (2 062)	5 535 (5 569)	469
7	Kowloon City (Wyler Gardens) - Tsim Sha Tsui East (Circular)	5.3	2.8	207 (221)	1 097 (1 171)	1 903 (1 775)	202
8	Tsim Sha Tsui (Middle Road) - Ho Man Tin Estate	7.2	2.5	375 (346)	2 700 (2 491)	6 924 (5 830)	157
9M	Upper Pak Tin Estate - Shek Kip Mei MTR Station (Circular)	1.1	1.0	669 (684)	736 (752)	7 811 (7 953)	530
11M	Cheung Sha Wan MTR Station - So Uk (Circular) (2)	1.8	1.2	412 (580)	742 (1 044)	3 314 (4 463)	422
12	Pak Tin - Tai Tung Sun Chuen	5.8	2.5	241 (247)	1398 (1 383)	3 341 (3 403)	228

TABLE 12B* (CONT'D)

ROUTE		MEAN LENGTH (KM)	AUTHO- RISED FARE (HK\$)	VEHICLE TRIPS (NO.)	VEHICLE KILO- METRAGE (KM)	PASSENGER TRIPS (NO.)	SCHEDULED VEH. TRIPS (NO.)
NO.	DESCRIPTION						16-HR
13	Kowloon Tong (Marconi Road) - Hung Hom Ferry	5.8	2.5	122 (124)	708 (719)	1 658 (1 688)	190
14	Lok Fu - Hong Kong Airport	4.2	1.5	18 (18)	76 (74)	97 (95)	156
15	Kai Tak Airport Passenger Terminal - Air Cargo Terminal (Circular)	2.6	1.2	169 (171)	439 (445)	1 633 (1 594)	136
16	Jat's Incline (Choi Wan Estate) - Ping Shek Estate (Circular)	1.4	1.0	1 062 (1 069)	1 487 (2 673)	11 699 (11 432)	732
18	Wong Tai Sin (North) - Tsz Wan Shan (North)	1.7	1.0	723 (727)	1 229 (1 018)	7 146 (6 983)	620
19	San Po Kong - Tsz Wan Shan (Shatin Pass Estate)	4.7	2.0	400 (402)	1 880 (1 889)	5 837 (5 704)	237
20	San Po Kong - Tsz Wan Shan Estate (North)	3.5	1.8	549 (553)	1 922 (1 825)	5 422 (5 298)	509
22M	Lok Wah Estate - Kwun Tong MTR Station (Circular)	1.5	1.0	823 (829)	1 235 (1 244)	9 604 (9 385)	348
23	Kwun Tong (Wan Hon Street) - Cha Kwo Ling	4.1	1.5	305 (307)	1 251 (461)	4 049 (3 957)	553
23A	Kwun Tong (Yan Oi Court) - Cha Kwo Ling	3.2	1.2	296 (298)	947 (954)	3 893 (3 805)	169
23B	Yan Oi Court - Cha Kwo Ling	3.2	1.5	98 (98)	314 (265)	748 (730)	169

TABLE 12B* (CONT'D)

ROUTE		MEAN LENGTH (KM)	AUTHO- RISED FARE (HK\$)	VEHICLE TRIPS (NO.)	VEHICLE KILO- METRAGE (KM)	PASSENGER TRIPS (NO.)	SCHEDULED VEH. TRIPS (NO.)
NO.	DESCRIPTION						16-HR
24	Lam Tin (South) - Sam Ka Tsuen Ferry	2.4	1.3	183 (185)	439 (444)	2 190 (2 141)	162
25	Sam Ka Tsuen Ferry - Ko Chiu Road	1.9	1.0	140 (140)	266 (266)	1 374 (1 341)	195
26	Kwun Tong (Yan Oi Court) - Kai Fuk T.H.A (Circular)	2.3	1.0	155 (156)	357 (359)	1 574 (1 539)	306
27M	Lok Man Sun Chuen (Maidstone Road) - Mong Kok MTR Station	4.2	2.0	322 (297)	1 352 (1 247)	3 030 (2 554)	205
28M	Kowloon City (Wai Hang Cheong Sun Chuen) - Mong Kok MTR Station	4.2	2.0	306 (313)	1 285 (1 315)	5 052 (5 122)	189
29	Broadcast Drive - Beacon Hill	3.3	1.5	333 (341)	1 099 (1 125)	5 123 (5 216)	219
30A	Chak On Estate - Mong Kok MTR Station	4.8	2.0	378 (399)	1 814 (1 915)	4 098 (4 123)	253
30M	Caldecott Road - Mong Kok MTR Station	4.8	2.0	39 (55)	187 (264)	213 (286)	68
31M	Mong Kok MTR Station (Fife Street) - Tsim Sha Tsui East (Circular)	4.6	2.0	243 (256)	1 118 (1 178)	2 884 (2 902)	192
33	Fu Shan - Kowloon City Ferry	7.4	2.5	276 (278)	2 042 (2 057)	2 456 (2 399)	163
33M	Fu Shan - Wong Tai Sin MTR Station	2.6	1.3	630 (634)	1 638 (1 648)	6 483 (6 335)	550
34M	Lower Sau Mau Ping - Kwun Tong (Yue Man Square) (Circular)	1.8	1.0	613 (617)	1 103 (1 111)	6 563 (6 415)	431

TABLE 12B* (CONT'D)

ROUTE		MEAN LENGTH (KM)	AUTHO- RISED FARE (HK\$)	VEHICLE TRIPS (NO.)	VEHICLE KILO- METRAGE (KM)	PASSENGER TRIPS (NO.)	SCHEDULED VEH. TRIPS (NO.)
NO.	DESCRIPTION						16-HR
35	Upper Ngau Tau Kok Estate - Hong Lee Court via Ngau Tau Kok MTR Station (Circular)	3.0	1.3	126 (126)	378 (378)	1 193 (1 164)	203
36	Ngok Yue Shan (Hong Lee Court) - Kwun Tong Ferry	2.6	1.3	208 (210)	541 (504)	1 758 (1 719)	325
36A	Ngok Yue Shan (Hong Lee Court) - Yue Man Square (Circular)	1.5	1.0	371 (373)	557 (560)	3 658 (3 575)	358
37M	Wong Tai Sin MTR Station - Tsz Wan Shan (Circular)	1.8	1.0	1 995 (2 009)	3 591 (3 616)	21 635 (21 142)	1 976
39M	Lok Fu MTR Station - Tung Tau (Circular)	2.1	1.0	163 (-)	342 (-)	2 095 (-)	106
41M	Yau Yat Chuen - Shek Kip Mei MTR Station (Circular)	1.9	0.8	156 (157)	296 (298)	1 876 (1 832)	122
42	Cheung Sha Wan (Tai Nan West Street) - Chak On Estate (Circular)	4.2	1.5	211 (213)	886 (895)	2 385 (2 329)	175
51M	Richland Cardens - Kowloon Bay MTR Station (Circular)	2.2	1.0	944 (950)	2 077 (2 090)	11 014 (10 763)	816
52	Chuk Yuen Estate - San Po Kong (Circular)	3.1	1.5	200 (202)	620 (626)	2 027 (1 981)	210
53M	Tin Ma Court - Lok Fu MTR Station (Circular)	1.6	1.0	219 (320)	350 (512)	3 373 (3 296)	278
URBAN KOWLOON TOTAL				16 532 (16 849)	46 352 (46 787)	189 016 (184 333)	14 120

- Notes : (1) Un-scheduled route
 (2) Additional short-working journeys from Hing Wah Street to So Uk were included
 (3) In a circular route, half of the round-trip length was taken as the mean route length

* Field work was not carried out for Urban Kowloon in 1988. Vehicle and passenger volumes for each route were estimated by applying growth factors (derived from the Annual Traffic Census) to the corresponding figures in 1987 which are shown in brackets.

TABLE 12C*
GMB ROUTE CHARACTERISTICS IN 1988 (& COMPARISON WITH 1987)
NEW TERRITORIES (WEEKDAY - 16 HOUR)

ROUTE		MEAN LENGTH (KM)	AUTHO- RISED FARE (HK\$)	VEHICLE TRIPS (NO.)	VEHICLE KILO- METRAGE (KM)	PASSENGER TRIPS (NO.)	SCHEDULED VEH. TRIPS (NO.)
NO.	DESCRIPTION						16-HR
1	Sai Kung - Kowloon Bay (Telford Garden)	17.0	4.0	60 (-)	1 020 (-)	879 (-)	99
	Sai Kung - Choi Hung	10.6	4.0	983 (923)	10 420 (9 784)	13 239 (13 133)	717
2	Sai Kung - Ho Chung	5.2	2.0	92 (80)	478 (416)	814 (810)	153
3	Sai Kung - Po Lo Che	2.2	1.0	335 (380)	737 (836)	2 903 (3 339)	265
4	Sai Kung - Tui Min Hoi	2.0	1.0	607 (628)	1 214 (1 256)	5 276 (5 681)	389
9	Lady Maclehole Holiday Village - Sai Kung (1)	10.6	3.0	- (-)	- (-)	- (-)	20
10	Kwun Tong (Yan Oi Court) - Rennie's Mill (via Shun Lee Tsuen)	9.5	2.5	416 (395)	3 307 (3 140)	4 536 (4 680)	60 263
10A	Kwun Tong (Yan Oi Court) - Rennie's Mill (via Anderson Road T.H.A.)	6.4	2.5				
11	Hang Hau - Ping Shek (Circular)	9.8	3.0	116 (-)	1 137 (-)	1 483 (-)	120
12	Sai Kung - Po Lam	17.4	4.0	35 (-)	609 (-)	250 (-)	40
	Choi Yuen - Sheung Shui Tsuen (Suspended)	3.5	1.5	- (15)	- (53)	- (146)	-

TABLE 12C* (CONT'D)

ROUTE		MEAN LENGTH (KM)	AUTHO- RISED FARE (HK\$)	VEHICLE TRIPS (NO.)	VEHICLE KILO- METRAGE (KM)	PASSENGER TRIPS (NO.)	SCHEDULED VEH. TRIPS (NO.)
NO.	DESCRIPTION						16-HR
20K	Tai Po KCR Station - Sam Mun Tsai	7.2	2.0	604 (578)	4 349 (4 162)	9 258 (8 334)	246
21K	Tai Po KCR Station - Wai Tau	5.8	2.0	80 (207)	464 (1 201)	810 (2 440)	192
22K	Tai Po KCR Station - Kam Shan	2.9	1.3	221 (221)	641 (641)	3 467 (3 607)	192
23K	Tai Po KCR Station - San Uk Ha	3.2	1.5	132 (185)	422 (592)	1 385 (1 661)	180
25K	Tai Po KCR Station - Kadoorie Farm	8.3	2.0	352 (345)	2 922 (2 864)	5 038 (4 891)	241
31	Yuen Long - Tong Yan San Tsuen (Circular)	3.2	1.0	264 (257)	845 (822)	3 102 (3 056)	174
32	Yuen Long - Tan Kwei Tsuen	4.0	1.5	218 (168)	872 (672)	3 251 (2 596)	142
33	Yuen Long - Ha Pak Nai	15.2	4.0	178 (198)	2 706 (3 010)	2 639 (2 645)	162
34	Yuen Long - Lau Fau Shan	7.6	1.7	367 (386)	2 789 (2 934)	5 847 (5 128)	212
35	Yuen Long - Sha Kiu	13.4	3.0	188 (185)	2 519 (2 479)	3 489 (2 959)	172
36	Yuen Long - Tai Sang Wai Rural Office	7.0	2.5	196 (196)	1 372 (1 372)	2 174 (2 260)	130
37	Yuen Long - Yau Tam Mei Village Office	7.9	2.5	207 (241)	1 635 (1 904)	2 651 (2 945)	123
38	Yuen Long - Ha Chuk Yuen	7.5	2.5	223 (238)	1 673 (1 785)	2 646 (2 458)	146

TABLE 12C* (CONT'D)

NO.	ROUTE	MEAN LENGTH (KM)	AUTHO- RISED FARE (HK\$)	VEHICLE TRIP S (NO.)	VEHICLE KILO- METRAGE (KM)	PASSENGER TRIP S (NO.)	SCHEDULED VEH. TRIP S (NO.)
	DESCRIPTION						16-HR
39	Yuen Long - Kung On	4.5	1.5	269 (257)	1 211 (1 157)	2 394 (2 463)	322
43	Tuen Mun Town Centre - So Kwun Wat	6.6	3.0	329 (-)	2 171 (-)	3 339 (-)	168
45	Shan King Estate - Tuen Mun Ferry (Circular)	4.9	1.5	- (145)	- (711)	- (2 508)	-
46M	Lai King Headland - Lai King MTR Station (Circular)	2.5	1.0	23 (19)	58 (48)	152 (130)	36
47M	Wonderland Villas - Lai King MTR Station (Circular)	4.2	1.5	371 (318)	1 558 (1 336)	3 519 (3 020)	229
50K	Sheung Shui KCR Station - Hang Tau	5.1	2.0	255 (285)	1 301 (1 397)	3 060 (3 727)	277
51K	Sheung Shui KCR Station - Ho Sheung Heung	5.4	2.5	311 (200)	1 679 (1 080)	3 427 (2 524)	181
52K	Fanling Railway Station - Sing Ping School	7.0	2.5	675 (534)	4 725 (3 738)	9 563 (8 443)	350
54K	Fanling Railway Station - Lung Yeuk Tau (Circular)	3.5	1.5	158 (138)	553 (511)	2 454 (2 147)	175
55K	Sheung Shui KCR Station - Sha Tau Kok	13.9	4.0	549 (586)	7 631 (8 145)	9 501 (10 855)	276
56K	Fanling Railway Station - Luk Keng	11.4	2.5	255 (337)	2 907 (3 842)	2 785 (4 263)	98
57K	Sheung Shui KCR Station - Tong Kung Keng	5.5	1.5	315 (91)	1 733 (655)	3 071 (612)	134
58K	Sheung Shui KCR Station - Ping Kong	3.5	1.5	141 (114)	494 (513)	1 428 (1 148)	121
59K	Sheung Shui KCR Station - Lin Ma Hang	13.1	2.5	146 (101)	1 913 (1 323)	1 765 (1 275)	53

TABLE 12C* (CONT'D)

ROUTE		MEAN LENGTH (KM)	AUTHO- RISED FARE (HK\$)	VEHICLE TRIPS (NO.)	VEHICLE KILO- METRAGE (KM)	PASSENGER TRIPS (NO.)	SCHEDULED VEH. TRIPS (NO.)
NO.	DESCRIPTION						16-HR
60K	Sha Tin KCR Station - Fo Tan Cottage Area	4.6	1.5	885 (789)	4 071 (3 629)	11 594 (10 788)	591
61M	Kowloon Tong MTR Station - Tai Wai	9.0	2.5	119 (118)	1 071 (1 062)	663 (564)	120
62K	Sha Tin KCR Station - Sha Tin Lodge	6.0	1.5	324 (297)	1 944 (1 782)	3 486 (3 873)	260
63K	Pak Tin - Tai Wai KCR Station	2.2	1.0	550 (315)	1 210 (693)	5 320 (2 464)	233
64K	Fu Shan/Lower Shing Mun T.H.A. - Tai Wai KCR Station	2.5	1.0	120 (104)	300 (260)	633 (549)	224
65K	Siu Lek Yuen - Fo Tan KCR Station	9.6	2.0	417 (490)	4 003 (4 704)	6 079 (7 078)	205
66K	Kau To - Sha Tin KCR Station	5.6	2.0	141 (128)	790 (717)	940 (778)	150
67K	Ah Kung Kok - Sha Tin KCR Station	5.3	1.5	117 (144)	620 (763)	875 (1 030)	65
68K	Sha Tin KCR Station - Julimount Garden	4.9	2.0	32 (-)	157 (-)	188 (-)	160
69K	Sha Tin KCR Station - Ville De Jardin/Greenwood Terrace	5.3	3.0	237 (-)	1 256 (-)	2 391 (-)	254
71	Yuen Long (Tai Hang Street) - Shek Wu Tong (Ho Pui)	8.4	3.0	170 (168)	1 428 (1 327)	2 205 (2 164)	164
72	Yuen Long (Tai Hang Street) - Lui Kung Tin	10.1	3.0	279 (224)	2 818 (2 150)	3 855 (3 183)	203
73	Yuen Long (Fook Hong Street) - Sung Shan Sau Tsuen	4.8	2.0	253 (260)	1 214 (1 248)	2 317 (2 223)	186

TABLE 12C* (CONT'D)

ROUTE		MEAN LENGTH (KM)	AUTHO- RISED FARE (HK\$)	VEHICLE TRIPS (NO.)	VEHICLE KILO- METRAGE (KM)	PASSENGER TRIPS (NO.)	SCHEDULED VEH. TRIPS (NO.)
NO.	DESCRIPTION						16-HR
74	Yuen Long (Fook Hong Street) - Shing Uk Tsuen	3.9	1.5	227 (170)	885 (646)	2 136 (1 739)	153
75	Yuen Long (Fook Hong Street) - Ha Wan Tsuen	14.6	3.5	105 (102)	1 533 (1 275)	1 383 (1 352)	89
76	Yuen Long (Fook Hong Street) - Siu Hom Tsuen	11.6	3.0	94 (121)	1 090 (1 343)	1 213 (1 567)	148
80	Tsuen Wan - Chuen Lung	7.4	2.5	435 (391)	3 219 (2 893)	4 959 (4 390)	235
81	Tsuen Wan - Lo Wai	4.2	1.5	393 (353)	1 651 (1 271)	4 741 (4 197)	258
81M	Tsuen Wan Ferry - Lo Wai	5.5	1.5	133 (120)	732 (588)	1 398 (1 244)	94
82	Tsuen Wan - Shing Mun Reservior	4.5	1.5	478 (429)	2 151 (1 931)	2 525 (5 353)	295
82M	Tsuen Wan Ferry - Shing Mun	6.0	1.5	146 (131)	876 (786)	2 660 (2 354)	92
83	Tsuen Wan - Shek Yam T.H.A.	4.5	1.5	303 (272)	1 364 (1 224)	4 892 (4 332)	522
85	Tsuen Wan - Fu Yung Shan	3.3	1.5	277 (249)	914 (822)	2 380 (2 106)	280
86	Tsuen Wan - Shek Lei	5.9	1.5				524
86M	Shek Lei - Tai Wo Hau MTR Station (Circular)	3.7	1.0	1 338 (1 202)	6 422 (5 770)	20 971 (18 585)	382
87	Tsuen Wan - Kwai Shing	4.2	1.0	653 (587)	2 743 (2 465)	9 270 (8 228)	347

TABLE 12C* (CONT'D)

ROUTE		MEAN LENGTH (KM)	AUTHO- RISED FARE (HK\$)	VEHICLE TRIPS (NO.)	VEHICLE KILO- METRAGE (KM)	PASSENGER TRIPS (NO.)	SCHEDULED VEH. TRIPS (NO.)
NO.	DESCRIPTION						16-HR
87M	Tsuen Wan - Kwai Fong MTR Station/Container Port (Circular)	6.9	2.0	431 (387)	2 974 (2 670)	8 511 (7 543)	242
88	Fung Shue Wo T.H.A. - Kwai Fong MTR Station	5.0	1.2	369 (331)	1 845 (1 655)	7 632 (6 775)	222
88A	Cheung Wan T.H.A. - Tsing Yi Ferry (Circular)	3.4	1.0	39 (35)	133 (119)	111 (98)	50
88B	Cheung Wan T.H.A. - Kwai Fong MTR Station	4.8	1.2	174 (156)	835 (749)	3 757 (3 334)	149
88C	Mayfair Gardens - Kwai Fong MTR Station	4.0	1.2	- (-)	- (-)	- (-)	164
88M	Kwai Fong MTR Station - Tsing Yi Road	10.0	2.5	636 (571)	6 360 (5 710)	9 455 (8 383)	282
89	Tsuen Wan - Kwai Shing North	6.0	1.5	330 (297)	1 980 (1 782)	7 783 (6 902)	244
89M	Kwai Shing North - Kwai Hing MTR Station (Circular)	3.5	1.0	271 (243)	949 (851)	3 891 (3 456)	242
90M	Lai King Headland - Mei Foo MTR Station (Circular) (2)	5.7	2.0	550 (494)	3 135 (2 816)	11 560 (10 259)	398
91	Lai King Headland - Tsuen Wan	3.5	2.0	324 (291)	1 134 (1 601)	4 678 (4 149)	264
92M	Wah Yuen Chuen - Mei Foo MTR Station (Circular)	5.2	2.0	459 (412)	2 387 (2 142)	6 187 (5 495)	294
	Lai Chi Kok - Princess Margaret Hospital (2)	1.6	1.0	220 (197)	352 (315)	3 075 (2 745)	-
93	Wah Yuen Chuen - Tsuen Wan	5.8	2.0	280 (252)	1 624 (1 462)	4 299 (3 811)	158
94	Shek Wai Kok - Kwai Shing	5.5	2.0	426 (382)	2 343 (2 101)	5 698 (5 061)	346

TABLE 12C* (CONT'D)

ROUTE		MEAN LENGTH (KM)	AUTHO- RISED FARE (HK\$)	VEHICLE TRIPS (NO.)	VEHICLE KILO- METRAGE (KM)	PASSENGER TRIPS (NO.)	SCHEDULED VEH. TRIPS (NO.)
NO.	DESCRIPTION						16-HR
94S	Tsuen Wan Ferry - Shing Mun Reservoir (1)	4.8	2.0	- (-)	- (-)	- (-)	146
95	Tsuen Wan Centre - Tsuen Wan Ferry	4.5	1.2	784 (704)	3 528 (3 168)	9 294 (8 244)	293
95M	Tsuen Wan MTR Station - Tsuen Wan Centre	2.0	1.0	969 (871)	1 938 (1 742)	10 833 (9 607)	476
96	Tsuen Wan Ferry - Tsing Lung Tau	9.5	2.5	205 (184)	1 948 (1 748)	2 543 (2 256)	232
96M	Tsuen Wan MTR Station - Tsing Lung Tau	9.5	3.5	421 (378)	3 999 (3 591)	5 167 (4 579)	229
	Tsuen Wan MTR Station - Belvedere Garden	2.5	1.5	425 (382)	1 063 (955)	3 335 (2 957)	-
97	Wonderland Villas - Tsuen Wan Ferry	8.0	2.5	174 (157)	1 392 (1 178)	1 266 (1 124)	110
97A	Wonderland Villas - Cheung Sha Wan (Hing Wah Street)	6.0	2.0	368 (331)	2 208 (1 986)	3 572 (3 169)	168
98	Tsuen Wan - Kwai Shing North	3.5	1.5	850 (764)	2 975 (2 674)	12 702 (11 256)	387
NEW TERRITORIES TOTAL				26 602 (23 934)	159 629 (144 743)	346 018 (317 228)	18 188

- Notes : (1) Not observable
 (2) Additional short-working Journeys operated during hospital visiting hour by the operator of route No. 90M and 92M
 (3) In a circular route, half of the round-trip length was taken as the mean route length

* Field observation was not carried out in 1988 for west N.T. Vehicle and passenger volumes for each route terminating in this area were estimated by applying growth factors (derived from the Annual Traffic Census) to the corresponding figures in 1987 which are shown in brackets.

APPENDICES

**APPENDIX 1 SCREENLINE LOCATIONS ON HONG KONG ISLAND, IN KOWLOON AND
IN THE NEW TERRITORIES**

(A) HONG KONG ISLAND

1. Queensway w/o Arsenal Street
2. Harcourt Road w/o Arsenal Street
3. Queen's Road West e/o Belcher's Street
4. Des Voeux Road West w/o Connaught Road West
5. King's Road e/o Boat Street
6. Electric Road e/o Boat Street
7. King's Road n/o Mansion Street
8. Chai Wan Road w/o A Kung Ngam Road
9. Pok Fu Lam Road n/o Pokfield Road
10. Pokfield Road w/o Pok Fu Lam Road
11. Shek Pai Wan Road s/o Wah Fu Road
12. Wah Fu Road w/o Shek Pai Wan Road
13. Aberdeen Praya Road w/o Aberdeen Main Road
14. Aberdeen Reservoir Road n/o Tsung Man Street
15. Wong Chuk Hang Road w/o Nam Long Shan Road
16. Tai Hang Road s/o Tung Lo Wan Road
17. Ice House Street s/o Queen's Road Central
18. Cotton Tree Drive at Murray Building
19. Blue Pool Road s/o Briar Avenue
20. Stubb's Road n/o Tai Hang Road
21. Belcher's Street e/o Ka Wai Man Road
22. Wong Ma Kok Road s/o Tung Tau Wan Road
23. Shing On Street w/o Tai Shek Street
24. Tai Tam Road s/o Chai Wan Road
25. Wan Tsui Road e/o Lin Shing Road
26. King's Road w/o Taikoo Shing Road
27. Des Voeux Road West e/o Sutherland Street
28. Queen's Road West w/o Queen Street
29. Hennessy Road w/o Percival Street
30. Causeway Road w/o Moreton Terrace

**APPENDIX 1 SCREENLINE LOCATIONS ON HONG KONG ISLAND, IN KOWLOON AND
IN THE NEW TERRITORIES (Cont'd)**

31. King's Road w/o Mount Parker Road
32. Shau Kei Wan Road s/o Nam Hong Street
33. Ap Lei Chau Bridge Road e/o Lee Chi Road
34. Link Road s/o Leighton Road
35. Pak Fuk Road e/o Healthy Street East
36. Leighton Road w/o Percival Street
37. Greig Road s/o Yau Man Street

(B) KOWLOON

1. Gascoigne Road e/o Jordan Road
2. Waterloo Road at KCR Bridge
3. Argyle Street at KCR Bridge
4. Prince Edward Road at KCR Bridge
5. Boundary Street at KCR Bridge
6. Lung Cheung Road e/o Nam Cheong Street
7. Nam Cheong Street n/o Tai Hang Sai Street
8. Un Chau Street n/o Tonkin Street
9. Castle Peak Road n/o Yen Chow Street
10. Fat Kwong Street n/o Yan Fung Street
11. To Kwa Wan Road n/o Chi Kiang Street
12. Ma Tau Chung Road n/o Mok Cheong Street
13. Salisbury Road w/o Hankow Road
14. Shatin Pass Road s/o Lung Fung Street
15. Tai Hang Tung Road s/o Tai Hang Sai Street
16. Po Kong Village Road s/o Fung Tak Road
17. Hammer Hill Road n/o Lung Cheong Road
18. Kwun Tong Road e/o Lam Chung Avenue
19. Lung Cheung Road w/o Wong Kuk Avenue
20. Hong Ning Road s/o Kung Lok Road (lower junction)
21. Hip Wo Street n/o Tsui Ping Road
22. Wai Yip Street e/o Hoi Yuen Road

**APPENDIX 1 SCREENLINE LOCATIONS ON HONG KONG ISLAND, IN KOWLOON AND
IN THE NEW TERRITORIES (Cont'd)**

23. Lei Yue Mun Road e/o Tsui Ping Road
24. Cha Kwo Ling Road n/o Shung Shun Street
25. Sai Yee Street s/o Prince Edward Road
26. Cross Harbour Tunnel North Portal
27. Ferry Street s/o Waterloo Road
28. Canton Road s/o Public Square Street
29. Lai Yip Street n/o Hung To Road
30. Canton Road s/o Austin Road
31. Mei Lai Road e/o Lai Wan Road
32. Junction Road n/o Dumbarton Road
33. Nga Tsin Wai Road e/o Lion Rock Road
34. Cheung Sha Wan Road n/o Tonkin Street
35. Lai Chi Kok Road s/o Tonkin Street
36. Wylie Road n/o Gascoigne Road
37. Ko Fai Road w/o Cha Kwo Ling Road
38. Eastern Road e/o Concorde Road
39. Junction Road e/o Waterloo Road
40. Shanghai Street s/o Public Square Street
41. Cheung Fat Street n/o Po On Road
42. Pak Tin Street n/o Berwick Street
43. Tai Kok Tsui Road s/o Boundary Street
44. Fu Mei Street w/o Fung Mo Street
45. Fung Mo Street w/o Tung Tau Tsuen Road
46. Wang Chiu Road s/o Kai Lok Street
47. Tonkin Street s/o Castle Peak Road
48. Chun Wah Road e/o On Wah Street
49. Lei Yue Mun Road n/o Yau Tong Road
50. Tung Ming Street s/o Kung Lok Road
51. Chatham Road w/o Wuhu Street
52. Po On Road w/o Camp Street
53. Woh Chai Street e/o Wai Chi Street

**APPENDIX 1 SCREENLINE LOCATIONS ON HONG KONG ISLAND, IN KOWLOON AND
IN THE NEW TERRITORIES (Cont'd)**

(C) NEW TERRITORIES

1. Kwai Chung Road at Lai Chi Kok Bridge
2. Castle Peak Road s/o Cheung Hang Road
3. Tai Po Road n/o Ching Cheung Road
4. Clear Water Bay Road e/o Ping Shek Bus Terminus
5. Wo Yi Hop Road n/o Lam Tin Street
6. Lei Muk Road e/o Chun Pin Street
7. Castle Peak Road e/o Texaco Road
8. Tai Wo Hau Road e/o Texaco Road
9. Castle Peak Road e/o Ma Wang Road
10. Castle Peak Road e/o Yuen Long East Roundabout
11. Jockey Club Road n/o Fanling Roundabout
12. Tai Wo Road e/o Ting Kok Road
13. Po Tung Road w/o Sai Kung Public School
14. Sha Tau Kok Road e/o Luen Shing Street
15. Tai Tong Road s/o Hop Yick Road
16. Joint Street e/o Lai King Hill Road
17. Lion Rock Tunnel at South Portal
18. Sha Tin Rural Committee Road e/o Pai Tau Street
19. Sand Martin Bridge s/o Yuen Wo Road
20. Texaco Road n/o Shing Mun Road
21. Cheung Wing Road w/o Wo Yi Hop Road
22. Tsuen King Circuit n/o Castle Peak Road
23. Tsing Yi Heung Sze Wui Road n/o Cheung Wan Street
24. Kwai Fuk Road w/o Shing Fuk Street
25. Kam Shan Road w/o Railway, Tai Po
26. Hing Fong Road w/o Kwai Fuk Road
27. Kwai Shing Circuit e/o Shing Fuk Street
28. Lim Cho Street s/o Lai Cho Road
29. Heung Ching Road w/o San Fung Avenue
30. Yuen Wo Road e/o Shatin Rural Committee Road

**APPENDIX 1 SCREENLINE LOCATIONS ON HONG KONG ISLAND, IN KOWLOON AND
IN THE NEW TERRITORIES (Cont'd)**

- 31. Po Tung Road n/o Fuk Man Road
- 32. Tuen Mun Heung Sze Wui Road s/o Tuen Hing Road
- 33. Chik Chuen Street e/o Tai Wai Road
- 34. Tai Wai Road s/o Chik Fai Street
- 35. Ma Tin Road s/o Kau Yuk Road
- 36. Tai Ho Road North n/o Sai Lau Kok Road
- 37. Castle Peak Road w/o Chai Wan Kok Road
- 38. Wun Yiu Road w/o Railway, Tai Po
- 39. Po Heung Bridge s/o Tai Wo Road
- 40. Sheung Yue Road n/o Fanling Roundabout
- 41. Wang Lok Street n/o Yuen Long On Lok Road
- 42. Jockey Club Road n/o Po Shek Wu Road
- 43. Castle Peak Road n/o Tsing Yung Street

APPENDIX 2 SUMMARY OF RMB TERMINAL FACILITIES AS AT 31 DECEMBER 1988

<u>Location</u>	<u>Type of Facility</u>	<u>Remarks</u>
<u>HONG KONG</u>		
<u>Aberdeen</u>		
In front of Aberdeen Jockey Club Clinic	Off-street designated	Serves route to Kennedy Town and Tin Wan
Old Main Street Aberdeen	On-street designated	Serves route to Wong Chuk Hang
Tsung Man Street w/o Aberdeen Reservoir Road	On-street designated	Serves route to Wah Fu Estate
Tung Sing Road s/o Lok Yeung Street	On-street designated	Serves route to Central
Wu Pak Street e/o Tung Sing Road	On-street designated	Serves route to Shek Pai Wan Estate
Wu Pak Street w/o Tung Sing Road	On-street designated	For parking only
Yue Hong Street n/o Yue Kwong Road	On-street designated	For parking only
<u>Causeway Bay</u>		
Jardine's Bazaar	On-street designated	Serves routes to Central and Kennedy Town
Sugar Street w/o Gloucester Road	On-street designated	Serves routes to Quarry Bay, Sai Wan Ho and Shau Kei Wan
<u>Central</u>		
East of Central Bus Terminus and Exchange Square	Off-street designated	Serves routes to Daimaru, Wah Fu and Aberdeen
Stanley Street near Pottinger Street	On-street designated	Serves route to Kennedy Town
Wellington Street between Aberdeen Street and Queen's Road Central	On-street designated	Operates only when Stanley Street is full of vehicles

APPENDIX 2 SUMMARY OF RMB TERMINAL FACILITIES AS AT 31 DECEMBER 1988
(CONT'D)

<u>Location</u>	<u>Type of Facility</u>	<u>Remarks</u>
Wellington Street, Peel Street and Aberdeen Street	On-street designated	Operates only when Stanley Street is full of vehicles
Wellington Street between Pottinger Street and D'Aguilar Street	On-street designated	Operates only when Stanley Street is full of vehicles
<u>Chai Wan</u>		
Wan Tsui Road at Chai Wan Theatre	On-street not designated	Serves routes to Kennedy Town, Wan Chai and Shakeiwan
Fei Tsui Road w/o Wan Tsui Road	Off-street designated	For parking only
Hong Man Street J/O Cheung Lee Street	On-street not designated	Serves routes to Shaukeiwan and Wanchai
<u>Kennedy Town</u>		
Smithfield between Belcher's Street and Catchick Street	On-street designated	Serves route to Daimaru
Smithfield s/o Forbes Street	On-street designated	Serves routes to Aberdeen and Daimaru via mid-Level
<u>Quarry Bay</u>		
Hoi Kwong Street s/o Hoi Tai Street	On-street designated	For parking only
Mt. Parker Road	On-street not designated	Serves routes to Wan Chai and Central
<u>Repulse Bay</u>		
Beach Road	On-street not designated	Alighting and boarding point during summer

APPENDIX 2 SUMMARY OF RMB TERMINAL FACILITIES AS AT 31 DECEMBER 1988
(CONT'D)

<u>Location</u>	<u>Type of Facility</u>	<u>Remarks</u>
<u>Shau Kei Wan</u>		
Hoi Ning Street between Shau Kei Wan Road and Sai Wan Ho Street	On-street designated	Operates at peak hour, serving routes to the west
Kam Wah Street w/o Shau Kei Wan Main Street East	On-street designated	Serves routes to Daimaru, Wan Chai and Central
Tai Tak Street n/o Factory Street	On-street not designated	Serves route to Chai Wan
<u>Tin Wan</u>		
Tin Wan Street near Tin Wan Estate	On-street not designated	Pick up point for route to Aberdeen
<u>Wah Fu Estate</u>		
In front of Wah Lok House	On-street designated	Serves route to Aberdeen
In front of Wah On House	On-street not designated	Serves routes to Daimaru, Central and Kennedy Town
<u>Wan Chai</u>		
Hennessy Road w/o Bowrington Road	On-street not designated	Serves routes to Mong Kok, Central and Kennedy Town
Lockhart Road near Canal Road West	On-street designated	Serves route to Kwun Tong
<u>Wong Chuk Hang</u>		
In front of Block 1 Wong Chuk Hang Estate	Off-street designated	Serves routes to Aberdeen and Central
Ocean Park	Off-street designated	Serves route to Central on holidays

**APPENDIX 2 SUMMARY OF RMB TERMINAL FACILITIES AS AT 31 DECEMBER 1988
(CONT'D)**

<u>Location</u>	<u>Type of Facility</u>	<u>Remarks</u>
<u>URBAN KOWLOON</u>		
<u>Cheung Sha Wan</u>		
Castle Peak Road e/o Tai Nan West Street	On-street not designated	Serves routes to To Kwa Wan, Kwun Tong, Wong Tai Sin, Mong Kok, Choi Hung Estate and Jordan Road
Hing Wah Street between Cheung Sha Wan Road and Un Chau Street	On-street not designated	Serves route to Cheung Hang Chuen
Kwong Shing Street	On-street designated	Serves routes to To Kwa Wan, Kwun Tong, Wong Tai Sin, Jordan Road and Choi Hung
Tai Nan West Street between Wing Hong Street and King Lam Street	On-street designated	For parking only
Un Chau Street between Cheung Wah Street and Castle Peak Road	On-street designated	Serves routes to To Kwa Wan, Kwun Tong, Wong Tai Sin and Mong Kok
<u>Choi Hung Estate</u>		
Choi Hung Road j/o Hammer Hill Road	On-street not designated	Serves routes to Mong Kok, Hung Hom, and Castle Peak Road
<u>Ho Man Tin Estate</u>		
Sheung Foo Street, lay-by near bus terminus	Off-street designated	Serves routes to Mong Kok and Hung Hom Ferry
<u>Hung Hom</u>		
Hung Hom Ferry Concourse	Off-street designated	Serves routes to Lok Fu, Wang Tau Hom and Ho Man Tin

APPENDIX 2 SUMMARY OF RMB TERMINAL FACILITIES AS AT 31 DECEMBER 1988
(CONT'D)

<u>Location</u>	<u>Type of Facility</u>	<u>Remarks</u>
Pak Kung Street e/o Gillies Avenue	On-street designated	For parking only
Station Lane between Kun Yan Street and Ma Tau Wai Road	On-street designated	Serves routes to Choi Hung Estate, Wong Tai Sin, Tsz Wan Shan, Wang Tau Hom and Kwun Tong
<u>Kai Yip Estate</u>		
Kai Lok Street	On-street designated	Serves route to Mong Kok
<u>Kowloon City</u>		
Lung Kong Road between Nga Tsin Wai Road and Prince Edward Road	On-street designated	Serves route to Sai Kung
Nam Kok Road between Nga Tsin Wai Road and Prince Edward Road	On-street designated	For parking only
<u>Kwun Tong</u>		
Fu Yan Street between Mut Wah Street and Shung Yan Street	On-street designated	Serves routes to Sau Mau Ping and Kung Lok Road
Hip Wo Street n/o Mut Wah Street	On-street not designated	Serves route to Sau Mau Ping
Hip Wo Street n/o Tung Yan Street	On-street designated	Serves route to Castle Peak Road
Hip Wo Street s/o Tung Yan Street	On-street designated	Serves routes to Ko Chiu Road Estate, Lei Yue Mun and Yau Tong
Horse Shoe Lane j/o Ngau Tau Kok Road	On-street designated	Serves routes to Mong Kok, Castle Peak Road, Jordan Road, Hung Hom, Kowloon City and Wong Tai Sin

**APPENDIX 2 SUMMARY OF RMB TERMINAL FACILITIES AS AT 31 DECEMBER 1988
(CONT'D)**

<u>Location</u>	<u>Type of Facility</u>	<u>Remarks</u>
Kwun Tong Ferry Concourse	Off-street designated	Serves routes to Sau Mau Ping and Ngau Tau Kok
Kwun Tong Road between Hong Ning Road and Tung Yan Street	Off-street designated	Serves routes to Lam Tin and Sau Mau Ping
Off-street car park opposite Yan Shan Lane	Off-street designated	Serves route to Jordan Road
Shung Yan Street between Hong Ning Road and Fu Yan Street	Off-street designated	Serves route to Tai Kok Tsui
Tung Ming Street n/o Ngau Tau Kok Road	On-street designated	Serves route to Sham Shui Po
Tung Ming Street n/o Yee On Street	On-street designated	Serves route to Hung Hom
Yan Shun Lane	Off-street designated	Serves route to Mong Kok
Yee On Street w/o Tung Ming Street	On-street designated	Serves routes to Kowloon City and Wong Tai Sin
<u>Lai Chi Kok</u>		
Adjacent to Lai Chi Kok Bridge bus terminus	On-street not designated	Serves route to Princess Margaret Hospital. Pick-up point for New Territories bound vehicles to Yuen Long and Tsuen Wan Area, and for Kowloon bound vehicles to Sham Shui Po, Mong Kok and Jordan Road
<u>Lam Tin</u>		
Kai Tin Road at Hong Tin Court	On-street not designated	Serves route to Kwun Tong in morning and evening peak only

APPENDIX 2 SUMMARY OF HMB TERMINAL FACILITIES AS AT 31 DECEMBER 1988
(CONT'D)

<u>Location</u>	<u>Type of Facility</u>	<u>Remarks</u>
Ping Tin Street j/o On Tin Street	On-street not designated	Serves route to Kwun Tong
On Tin Street j/o Tak Tin Street	On-street not designated	Serves route to Kwun Tong
<u>Lei Yue Mun</u>		
Cha Kwo Ling Road j/o Shung Shun Street	On-street designated	Serves route to Kwun Tong
Ko Chiu Road near Block 17	On-street not designated	Serves route to Kwun Tong
Tung Yuen Street j/o Shung Shun Street	Off-street designated	Serves route to Kwun Tong
Yan Wing Street near bus terminus	On-street not designated	Serves routes to Kwun Tong and Lei Yue Mun Ferry in morning peak only
<u>Lion Rock Village</u>		
Cul-de-sac, access road to Lion Rock Village	On-street not designated	Serves route to Wong Tai Sin
<u>Mong Kok</u>		
Changsha Street	On-street designated	For parking only
Fa Yuen Street between Nelson Street and Shantung Street	On-street designated	Serves routes to To Kwa Wan and to Race Course during Race-day
Fa Yuen Street between Soy Street and Shan Tung Street	On-street designated	Serves routes to Kai Yip Estate, Pak Tin Estate, Oi Man Estate and Ho Man Tin Estate

**APPENDIX 2 SUMMARY OF RMB TERMINAL FACILITIES AS AT 31 DECEMBER 1988
(CONT'D)**

<u>Location</u>	<u>Type of Facility</u>	<u>Remarks</u>
Fa Yuen Street n/o Argyle Street	On-street designated	Serves routes to Wong Tai Sin and Tsz Wan Shan
Fa Yuen Street n/o Fife Street	On-street designated	For parking only
Portland Street between Changsha Street and Dundas Street	On-street designated	Serves routes to Shek Wai Kok and Cheung Shan Estate
Queen Elizabeth Hospital	Off-street designated	Serves routes to Castle Peak Road, Kwun Tong and Wong Tai Sin during hospital visiting hours (1330 - 1530 hours)
Sai Yeung Choi Street between Bute Street and Mong Kok Road	On-street designated	Serves route to Lok Man Estate
Sai Yeung Choi Street between Soy Street and Dundas Street	On-street designated	Serves routes to To Kwa Wan and Kowloon City Ferry
Soy Street between Reclamation Street and Canton Road	On-street designated	Serves route to Kwai Shing Estate
Portland Street between Argyle Street and Nelson Street	On-street designated	Serves route to Lei Muk Shu/Shek Yam and Shek Lei
Portland Street between Soy Street and Shantung Street	On-street designated	Serves routes to Shek Lei and Tsuen Wan
Soy Street between Tung Choi Street and Sai Yeung Choi Street	On-street not designated	Serves routes to To Kwa Wan and Kowloon City Ferry
Tung Choi Street between Fife Street and Argyle Street	On-street designated	Serves routes to Kwun Tong and Choi Hung Estate

APPENDIX 2 SUMMARY OF RMB TERMINAL FACILITIES AS AT 31 DECEMBER 1988
(CONT'D)

<u>Location</u>	<u>Type of Facility</u>	<u>Remarks</u>
<u>Ngau Tau Kok</u>		
Chun Wah Road j/o On Wah Street	Off-street not designated	Serves route to Lok Wah Estate
Chun Wah Road near Lok Wah Estate Community Centre	On-street not designated	Serves route to Lower Ngau Tau Kok Estate
On Shin Road j/o Ngau Tau Kok Road	On-street not designated	Serves route to Kwun Tong Ferry in morning peak only
On Tak Road j/o Ngau Tau Kok Road	On-street not designated	Serves route to Kwun Tong Ferry
<u>Oi Man Estate</u>		
Hau Man Street e/o Carmel Village Street	On-street designated	Serves routes to Mong Kok, Wong Tai Sin and To Kwa Wan
<u>Pak Tin Estate</u>		
Access road to Block 17	Off-street not designated	Serves routes to Mong Kok and Pei Ho Street
<u>San Po Kong</u>		
Ning Yuen Street	On-street designated	For parking only
Sam Chuk Street j/o Tai Yau Street	On-street not designated	Serves route to Mong Kok
Sheung Hei Street in front of Choi Hung Road Playground	On-street not designated	Serves route to Tsz Wan Shan (1700 - 1830 hours)
Yan Oi Street	On-street designated	For parking only

APPENDIX 2 SUMMARY OF RMB TERMINAL FACILITIES AS AT 31 DECEMBER 1988
(CONT'D)

<u>Location</u>	<u>Type of Facility</u>	<u>Remarks</u>
<u>Sau Mau Ping</u>		
Cul-de-sac, Sau Lai Street	On-street not designated	Serves route to Kwun Tong
Sau Mau Ping Road in front of Block 42	On-street not designated	Pick-up point for route to Kwun Tong
<u>Sham Shui Po</u>		
Castle Peak Road between Yen Chow Street and Kweilin Street	On-street designated	Serves routes to Tai Wai, Tai Po and Sheung Shui
Fuk Wa Street between Yen Chow Street and Kweilin Street	On-street designated	Serves routes to Shek Yam and Lei Muk Shu
Fuk Wing Street between Yen Chow Street and Kiu Kiang Street	On-street designated	Serves route to Yuen Long
Fuk Wing Street j/o Kweilin Street	On-street designated	Serves route to Tsuen Wan
Kiu Kiang Street between Castle Peak Road and Un Chau Street	On-street not designated	Serves route to Lai King/Lai Yiu
Kweilin Street between Un Chau Street and Castle Peak Road	On-street designated	Serves route to Tsz Wan Shan (1330 - 2400 hours)
Po On Road between Pratas Street and Camp Street	On-street designated	For parking only
Sham Shui Po Ferry Concourse	Off-street designated	For parking only
Tai Po Road between Kweilin Street and Pei Ho Street	On-street designated	Serves route to Tai Wai

**APPENDIX 2 SUMMARY OF RMB TERMINAL FACILITIES AS AT 31 DECEMBER 1988
(CONT'D)**

<u>Location</u>	<u>Type of Facility</u>	<u>Remarks</u>
<u>Shek Kip Mei</u>		
Pak Tin Street between Berwick Street and Woh Chai Street	On-street designated	Serves route to Pak Tin Estate
<u>Tai Kok Tsui</u>		
Tai Kok Tsui Ferry Concourse	Off-street designated	For parking only
Man On Street	On-street designated	Serves route to Kwun Tong
<u>To Kwa Wan</u>		
Kau Pui Lung Road between Kiang Su Street and Lok Shan Road	On-street designated	Serves route to Mong Kok
Lok Shan Road e/o To Kwa Wan Road	On-street not designated	Serves route to Castle Peak Road in morning Peak hours
Ma Tau Kok Road j/o To Kwa Wan Road	On-street designated	Serves routes to Mong Kok and Castle Peak Road
Sheung Heung Road between Ma Tau Wai Road and Pau Chung Road	On-street designated	Serves route to Daimaru
Tam Kung Road j/o Ma Tau Kok Road	On-street designated	Serves route to Oi Man Estate
<u>Tsz Wan Shan</u>		
Po Kong Village Road e/o Tsz Wan Shan Road	On-street not designated	Serves route to Kwun Tong
Po Kong Village Road w/o Fung Shing Street	On-street not designated	Pick-up point for route to Mong Kok

**APPENDIX 2 SUMMARY OF RMB TERMINAL FACILITIES AS AT 31 DECEMBER 1988
(CONT'D)**

<u>Location</u>	<u>Type of Facility</u>	<u>Remarks</u>
Tsz Wan Shan Road between Ning Wah Street and Wai Wah Street	On-street not designated	Serves routes to Castle Peak Road, Pak Tin, San Po Kong and Kwun Tong
Tsz Wan Shan Road near Block 47	On-street not designated	Serves routes to San Po Kong, Castle Peak Road and Mong Kok
Wai Wah Street between Wan Wah Street and Hong Wah Street	On-street designated	Serves routes to Wong Tai Sin MTR Station and to Castle Peak Road at 6:45 a.m. to 10:30 a.m. (Except Sunday)
Yuk Wah Crescent j/o Yuk Wah Street	On-street designated	Serves routes to Hung Hom and Castle Peak Road
<u>Wang Tau Hom</u>		
Wang Tau Hom Central Road	On-street designated	Serves routes to Hung Hom and San Po Kong
<u>Wong Tai Sin</u>		
Ching Tak Street	On-street not designated	Serves routes to Mong Kok, Castle Peak Road, Jordan Road and Hung Hom
Fung Tak Road j/o Shatin Pass Road	On-street not designated	
Shatin Pass Road s/o Lung Cheung Road	On-street designated	Serves routes to Lion Rock Village, Castle Peak Road, and Lung Cheung Road
Tai Tung Street j/o Tai Shing Street	On-street not designated	Serves routes to Castle Peak Road and Mong Kok
Upper Wong Tai Sin Estate car park	Off-street designated	Serves route to Tsz Wan Shan

APPENDIX 2 SUMMARY OF RMB TERMINAL FACILITIES AS AT 31 DECEMBER 1988
(CONT'D)

<u>Location</u>	<u>Type of Facility</u>	<u>Remarks</u>
<u>Yau Ma Tei</u>		
Battery Street between Nanking Street and Saigon Street	On-street designated	Serves routes to Yuen Long and Tsuen Wan
Battery Street j/o Nanking Street	On-street not designated	Serves route to Sheung Shui
Chi Wo Street n/o Saigon Street	On-street designated	For parking only
Man Wui Street j/o Ferry Street	Off-street designated	For parking only
Ning Po Street between Battery Street and Shanghai Street	On-street not designated	Serves routes to Tsuen Wan, Lei Muk Shue, Shek Yam and Sheung Shui
Pak Hoi Street e/o Nathan Road	On-street designated	Serves route to Hong Kong Island
Parkers Street s/o Saigon Street	On-street designated	Serves route to Mei Foo
Temple Street between Jordan Road and Nanking Street	On-street designated	Serves route to Kwun Tong
Wai Ching Street n/o Jordan Road	On-street designated	For parking only
Wai Ching Street s/o Saigon Street	On-street designated	For parking only
Woosung Street between Jordan Road and Nanking Street	On-street designated	Serves routes to Kowloon City, Wong Tai Sin and To Kwa Wan

**APPENDIX 2 SUMMARY OF RMB TERMINAL FACILITIES AS AT 31 DECEMBER 1988
(CONT'D)**

<u>Location</u>	<u>Type of Facility</u>	<u>Remarks</u>
<u>NEW TERRITORIES</u>		
<u>Fanling</u>		
Luen Wo Road between Luen Hing Street and Luen Fat Street	On-street designated	Serves routes to Jordan Road and Tai Po in morning peak hours
Luen Wo Road between Luen Shing Street and Luen On Street	On-street designated	For parking only
<u>Kwai Shing</u>		
Kwai Shing Circuit j/o Kwai Luen Road	On-street not designated	Serves route to Mong Kok
<u>Lai King Area</u>		
Lai Yiu Street	On-street designated	Serves route to Sham Shui Po
<u>Lei Muk Shu Estate</u>		
Lei Shu Road near Wo Yi Hop Road	On-street designated	Serves routes to Sham Shui Po, Mong Kok, Jordan Road and Tsuen Wan
<u>Sai Kung</u>		
Hiram's Highway near Pak Sha Wan	Off-street designated	Serves route to Choi Hung Estate on summer holidays
Wai Man Road	Off-street designated	Serves routes to Choi Hung and Kowloon City
Tai O Mun, Clear Water Bay Road	Off-street designated	Serves route to Choi Hung/Ping Shek

**APPENDIX 2 SUMMARY OF RMB TERMINAL FACILITIES AS AT 31 DECEMBER 1988
(CONT'D)**

<u>Location</u>	<u>Type of Facility</u>	<u>Remarks</u>
<u>Sha Tin</u>		
Chik Chuen Street	Off-street designated	Serves route to Mong Kok
West of Sha Tin Race Concourse	Off-street designated	Serves routes to New Territories on race days
West of Sha Tin Race Concourse (near bus terminus)	Off-street designated	Serves routes to Kowloon on race days
<u>Shek Kong</u>		
Kam Sheung Road near Kam Tin Road	Off-street designated	Serves route to Yuen Long
<u>Shek Lei Estate</u>		
Shek Li Street near Wai Kek Street	On-street designated	Serves routes to Mong Kok, Jordan Road and Tsuen Wan
Shek Li Street	On-street designated	For parking only
<u>Shek Wai Kok Estate</u>		
Cheung Pei Shan Road near Ho Fung School	On-street not designated	Serves routes to Mong Kok, Jordan Road and Tsuen Wan
<u>Shek Yam Estate</u>		
Lei Muk Road near Tung Chi Street	On-street designated	Serves routes to Sham Shui Po, Mong Kok and Jordan Road
<u>Sheung Shui</u>		
Fu Hing Street j/o San Tsoi Street	On-street designated	Serves routes to Jordan Road (via Luen Wo Market), Ping Che

**APPENDIX 2 SUMMARY OF RMB TERMINAL FACILITIES AS AT 31 DECEMBER 1988
(CONT'D)**

<u>Location</u>	<u>Type of Facility</u>	<u>Remarks</u>
San Hong Street j/o San Cheung Street	On-street designated	Serves routes to Tai PO And Luen Wo Market
San Shing Avenue j/o San Fung Avenue	On-street designated	Serves route to Yuen Long (via Fan Kam Road)
Tsun Fu Street j/o San Hong Street	On-street designated	Serves route to Yuen Long (via Castle Peak Road)
<u>Tai Po</u>		
Po Yick Street j/o Po Heung Street	On-street designated	For parking only
Po Heung Square	Off-street designated	Serves route to Sheung Shui
Tsing Yuen Street	On-street designated	Serves route to Yuen Long
<u>Tai Wo Hau</u>		
Shek Tau Street	On-street designated	Serves route to Tsuen Wan
<u>Ting Kau</u>		
Along Castle Peak Road	Off-street designated	Not in use except in summer and on holiday
<u>Tsuen Wan</u>		
Castle Peak Road j/o Chung On Street	On-street not designated	Serves route to Yuen Long
Chuen Lung Street j/o Hoi Pa Street	On-street designated	For parking only
Chuen Lung Street near Hau Tei Square	On-street designated	Serves route to Shek Lei

**APPENDIX 2 SUMMARY OF RMB TERMINAL FACILITIES AS AT 31 DECEMBER 1988
(CONT'D)**

<u>Location</u>	<u>Type of Facility</u>	<u>Remarks</u>
Ho Pui Street between Chuen Lung Street and Chung On Street	On-street designated	Serves routes to Sham Shui Po, Jordan Road and Tai Wo Hau
Ho Pui Street between Chuen Lung Street and Wo Tik Street	On-street designated	For parking only
Hoi Pa Street in front of Fuk Loi Estate	On-street designated	Serves routes to Sham Shui Po, Mong Kok and Jordan Road
Hoi Pa Street j/o Chuen Lung Street	On-street designated	Serves routes to Shek Wai Kok and Cheung Shan Estate
Tak Wah Street j/o Ham Tin Street	On-street designated	Serves routes to Sham Shui Po, Jordan Road and Kwai Chung Estate
Tsuen Wan West PLB Terminus	Off-street designated	For parking only
Wo Tik Street between San Tsuen Street and Ho Pui Street	On-street designated	For parking only
Wo Tik Street between San Tsuen Street and Sai Lau Street	On-street designated	For parking only
Wo Tik Street j/o Sha Tsui Road	On-street designated	Serves route to Lei Muk Shu
<u>Tuen Mun</u>		
19 m.s., Castle Peak Road (near bus terminus)	Off-street designated	Serves route to Yuen Long on summer holiday
Yan Oi Tong Circuit	On-street designated	Serves route to Yuen Long

**APPENDIX 2 SUMMARY OF RMB TERMINAL FACILITIES AS AT 31 DECEMBER 1988
(CONT'D)**

<u>Location</u>	<u>Type of Facility</u>	<u>Remarks</u>
<u>Yuen Long</u>		
Fau Tsoi Street	On-street designated	Serves route to Tai Po
Hop Fat Street e/o Kuk Ting Street	On-street designated	Serves route to Sheung Shui
Hung Min Court	Off-street designated	Serves route to Tai Tong
Yu King Square	Off-street designated	Serves routes to Jordan Road, Lam Tei, Sheung Tsuen and Sheung Shui
Yuen Long Hong Lok Road s/o Castle Peak Road	On-street designated	Serves routes to San Hui, Sham Shui Po, Mong Kok, Jordan Road and Tsuen Wan

APPENDIX 3 SUMMARY OF GMB TERMINAL FACILITIES AS AT 31 DECEMBER 1988

		Route Served	
<u>Location</u>	<u>Type of Facility</u>	<u>No.</u>	<u>Destination</u>
<u>HONG KONG ISLAND</u>			
<u>Aberdeen</u>			
Nam Ning Street	On-street designated	4A	Causeway Bay
		4B	Wan Chai
		4C	Causeway Bay
		5	Causeway Bay
		26	Deep Water Bay (Summer only)
		35M	Wan Chai
Sai On Street	On-street designated	27	Ap Lei Chau
Yue Hong Street	Off-street not designated	4A	Causeway Bay
		4B	Wan Chai
		4C	Causeway Bay
<u>Ap Lei Chau</u>			
Ap Lei Chau Estate access road	Off-street not designated	29	Ocean Park
		29A	Wong Chuk Hang
Wai Fung Street	On-street designated	27	Aberdeen
Ping Lan Street	On-street designated	36	Wan Chai
<u>Causeway Bay</u>			
Jaffe Road e/o Percival Street	On-street designated	11	Tin Wan
		31	Tin Wan
Lee Garden Road	On-street designated	30	Happy Valley
		30	Watford Road
Lockhart Road	On-street designated	10	Sandy Bay Road
Pak Sha Road	On-street designated	14M	Jardine's Lookout
		21M	Tai Hang Drive
		21M	Lai Tak Tsuen

**APPENDIX 3 SUMMARY OF GMB TERMINAL FACILITIES AS AT 31 DECEMBER 1988
(CONT'D)**

		<u>Route Served</u>	
<u>Location</u>	<u>Type of Facility</u>	<u>No.</u>	<u>Destination</u>
<u>Causeway Bay (Cont'd)</u>			
Yun Ping Road	On-street designated	5 4A 4C 28	Aberdeen Shek Pai Wan Shek Pai Wan Baguio Villas
<u>Central</u>			
Edinburgh Place (HMS Tamar)	On-street designated	1 2 3 3A	The Peak Old Peak Road Po Shan Road Conduit Road
Edinburgh Place (Star Ferry)	Off-street designated	6 7 8 9 22 28A	Ocean Park Mount Nicholson Gap Baguio Villas Bowen Road Pok Fu Lam Garden So Kon Po
<u>Chai Wan</u>			
Cape Collinson Road (Correctional Institution)	Off-street not designated	18M	Chai Wan
Chai Wan MTR Station	Off-street designated	18M 16M	Cape Collinson Chung Hom Kok
Hing Man Estate	Off-street designated	20M	Chai Wan Ferry
Chai Wan Ferry	Off-street designated	20 20M	Sai Wan Ho Ferry Hing Man Estate
<u>Deep Water Bay</u>			
Island Road Public Car Park	Off-street designated	26	Aberdeen

**APPENDIX 3 SUMMARY OF GMB TERMINAL FACILITIES AS AT 31 DECEMBER 1988
(CONT'D)**

<u>Location</u>	<u>Type of Facility</u>	<u>Route Served</u>	
		<u>No.</u>	<u>Destination</u>
<u>Happy Valley</u>			
Kwai Fong Street	On-street designated	30	Causeway Bay
Lai Tak Tsuen access road	On-street not designated	21M	Causeway Bay
Mount Butler Road	Off-street not designated	24M	Admiralty MTR Station
Purves Road	On-street designated	14M	Causeway Bay
Tai Hang Drive	On-street not designated	21M	Causeway Bay
<u>Kennedy Town</u>			
Hau Wo Street	On-street designated	23	Pok Fu Lam
Ka Wai Man Road	Off-street not designated	13	Sai Ying Pun
Lung Wah Street	Off-street not designated	12	Sai Ying Pun
<u>Mid Levels</u>			
Conduit Road j/o Po Shan Road	On-street not designated	3A	Central

APPENDIX 3 SUMMARY OF GMB TERMINAL FACILITIES AS AT 31 DECEMBER 1988
(CONT'D)

<u>Location</u>	<u>Type of Facility</u>	<u>Route Served</u>	
		<u>No.</u>	<u>Destination</u>
<u>Mid Levels (Cont'd)</u>			
Mount Nicholson Road	On-street designated	7	Central
Po Shan Road	Off-street not designated	3	Central
<u>North Point</u>			
Braemar Hill Road	On-street designated	25 25M	Admiralty MTR Station Quarry Bay MTR Station
Marble Road	On-street designated	33	Kornhill
Wilshire Tower	On-street not designated	25A	Admiralty MTR Station
<u>Peak</u>			
Peak Tram Terminus	Off-street designated	1	Central
Watford Road	On-street not designated	30	Causeway Bay
<u>Pok Fu Lam</u>			
Baguio Villas (Lower) access road	Off-street not designated	8	Central
Baguio Villas (Upper) access road	Off-street not designated	28	Causeway Bay

**APPENDIX 3 SUMMARY OF GMB TERMINAL FACILITIES AS AT 31 DECEMBER 1988
(CONT'D)**

			Route Served	
<u>Location</u>	<u>Type of Facility</u>	<u>No.</u>	<u>Destination</u>	
<u>Pok Fu Lam (Cont'd)</u>				
Claymore Avenue	Off-street designated	22	Central	
Sandy Bay Road near sanatorium	On-street designated	10	Causeway Bay	
<u>Quarry Bay</u> Kornhill	Off-street designated	32 33 33M	Shau Kei Wan North Point Tai Koo MTR Station	
Quarry Bay MTR Station	On-street not designated	25M	Upper Braemar Hill Road	
<u>Sai Wan Ho</u> Sai Wan Ho Ferry	Off-street designated	19 20	O Pui Lung Chai Wan Ferry	
Shing On Village access road	On-street designated	19	Sai Wan Ho Ferry	
<u>Shau Kei Wan</u> Mong Lung Street	On-street designated	32	Kornhill	
<u>Stanley</u> Chung Hom Kok Road j/o Cape Road	On-street designated	16M	Chai Wan	
Stanley Beach Road near bus terminus	On-street designated	15	Stanley Fort	
Stanley Fort	Off-street not designated	15	Stanley Beach Road near bus terminus	
<u>Tin Wan</u> Ka Wo Street	On-street designated	11 31	Causeway Bay Causeway Bay	

**APPENDIX 3 SUMMARY OF GMB TERMINAL FACILITIES AS AT 31 DECEMBER 1988
(CONT'D)**

		Route Served	
<u>Location</u>	<u>Type of Facility</u>	<u>No.</u>	<u>Destination</u>
<u>Wan Chai</u>			
Admiralty MTR Station	Off-street designated	24A	Shiu Fai Terrace
		24M	Mount Butler
		25	Upper Braemar Hill
		25A	Wilshire Tower
Luen Fat Street	On-street designated	35M	Aberdeen
Convention Avenue e/o Fleming Road	Off-street designated	36	Ap Lei Chau
<u>Wong Chuk Hang</u>			
Heung Yip Road w/o Nam Long Shan Road	On-street designated	29A	Ap Lei Chau Estate
Ocean Park access road (Tai Shue Wan)	On-street designated	29	Ap Lei Chau Estate
Ocean Park Main Entrance	Off-street designated	6	Central
<u>URBAN KOWLOON</u>			
<u>Airport</u>			
Airport Passenger Terminus (Departure Level)	On-street designated	14	Lok Fu
		15	Air Cargo Terminal
Cargo Circuit o/s Air Cargo Terminus	Off-street designated	15	Airport Passenger Terminal
<u>Cha Kwo Ling</u>			
Cha Kwo Ling Road s/o Wing Fook Street	On-street designated	23	Kwun Tong
	On-street not designated	23A	Yan Oi Court

**APPENDIX 3 SUMMARY OF GMB TERMINAL FACILITIES AS AT 31 DECEMBER 1988
(CONT'D)**

<u>Location</u>	<u>Type of Facility</u>	<u>Route Served</u>	
		<u>No.</u>	<u>Destination</u>
<u>Chak On Estate</u>			
Chak On Estate access road	Off-street not designated	30A	Mong Kok MTR Station
		42	Tai Nan West Street
<u>Cheung Sha Wan</u>			
Cheung Sha Wan Road w/o Fat Tseung Street	Off-street not designated	11M	So Uk
Hing Wah Street n/o Shun Ning Road	On-street not designated	11M	So Uk
Hing Wah Street	On-street designated	97A*	Wonderland Villas
Tai Nan West Street	On-street designated	42	Chak On Estate
<u>Choi Hung Estate</u>			
Luk Lau Avenue	Off-street designated	1*	Sai Kung
<u>Choi Wan Estate</u>			
Ngau Chi Wan Street	On-street not designated	16	Ping Shek Estate
<u>Ho Man Tin</u>			
Hok Yu Lane	On-street designated	5M	Mong Kok MTR Station
Sheung Lok Street	On-street not designated	8	Tsim Sha Tsui (Middle Road)

* Kowloon - N.T. GMB route

**APPENDIX 3 SUMMARY OF GMB TERMINAL FACILITIES AS AT 31 DECEMBER 1988
(CONT'D)**

<u>Location</u>	<u>Type of Facility</u>	<u>Route Served</u>	
		<u>No.</u>	<u>Destination</u>
<u>Hung Hom</u>			
Hung Hom Ferry Concourse	Off-street designated	13	Kowloon Tong (Marconi Road)
Tak Man Street e/o Man Tai Street	On-street designated	2 6	Nam Shan Estate Tsim Sha Tsui
<u>Kowloon Bay</u>			
Kowloon Bay MTR Station	Off-street designated	51M	Richland Gardens
<u>Kowloon Tong</u>			
Beacon Hill Road e/o Ede Road	On-street designated	29	Broadcast Drive
Broadcast Drive e/o Marconi Road	On-street designated	29	Beacon Hill
Broadcast Drive e/o Marconi Road	On-street not designated	13	Hung Hom Ferry
Suffolk Road	Off-street designated	61M*	Tai Wai
<u>Kwun Tong</u>			
Hong Lee Court	On-street designated	35 36 36A	Upper Ngau Tau Kok Estate Kwun Tong Ferry Yue Man Square
Kwun Tong Ferry	Off-street designated	36	Hong Lee Court
Wan Hon Street j/o Ngan Yuet Lane	On-street designated	23	Cha Kwo Ling
Yan Oi Court	Off-street designated	23A 23B 26	Cha Kwo Ling Sai Cho Wan THA (Cir) Kai Fuk T.H.A.

* Kowloon - N.T. GMB route

**APPENDIX 3 SUMMARY OF GMB TERMINAL FACILITIES AS AT 31 DECEMBER 1988
(CONT'D)**

		<u>Route Served</u>	
<u>Location</u>	<u>Type of Facility</u>	<u>No.</u>	<u>Destination</u>
<u>Kwun Tong (Cont'd)</u>			
Yue Man Square w/o Tung Yan Street	On-street not designated	23 34M 36A	Cha Kwo Ling Lower Sau Mau Ping Hong Lee Court
<u>Lam Tin Estate</u>			
On Tin Street in front of Block 15	Off-street designated	24	Sam Ka Tsuen Ferry
<u>Lok Fu</u>			
Lok Fu MTR Station	On-street designated	53M	Tin Ma Court
<u>Mei Foo Sun Chuen</u>			
Mei Foo MTR Station (Beneath Lai Chi Kok Bridge)	On-street not designated	90M* 92M*	Lai King Headland Wah Yuen Chuen
<u>Mong Kok</u>			
Mong Kok KCR Station	Off-street designated	12 12	Pak Tin Tai Tung Sun Chuen
Fife Street between Sai Yee Street and Sai Yeung Choi Street	On-street designated	27M 28M 30M 30A 31M	Lok Man Sun Chuen Kowloon City Caldecott Road Chak On Estate Tsim Sha Tsui East
<u>Ngau Tau Kok</u>			
Lok Wah Estate access road	Off-street designated	22M	Kwun Tong MTR Station
On Tak Road near Block 9	Off-street designated	35	Hong Lee Road

* Kowloon - N.T. GMB route

APPENDIX 3 SUMMARY OF GMB TERMINAL FACILITIES AS AT 31 DECEMBER 1988
(CONT'D)

		<u>Route Served</u>	
<u>Location</u>	<u>Type of Facility</u>	<u>No.</u>	<u>Destination</u>
<u>Pak Tin Estate</u>			
Pak Wan Street Car Park near Bus Terminus	Off-street designated	12	Tai Tung Sun Chuen
Pak Wan Street opposite Block 9	Off-street designated	9M	Shek Kip Mei MTR Station
<u>Ping Shek Estate</u>			
Clear Water Bay Road near Ping Shek Bus Terminus	Off-street not designated	16	Choi Wan Estate
Clear Water Bay Road o/s Choi Hung MTR Station	On-street not designated	1*	Sai Kung
<u>Piper's Hill</u>			
Caldecott Road, cul-de-sac	On-street designated	30M	Mong Kok MTR Station
<u>Richland Gardens</u>			
Richland Gardens	Off-street designated	51M	Kowloon Bay MTR Station
<u>San Po Kong</u>			
Hong Keung Street	On-street designated	20	Tsz Wan Shan Estate
Yi Lun Street	On-street designated	19 52	Tsz Wan Shan Chuk Yuen Estate
<u>Sau Mau Ping</u>			
Cul-de-sac, Tak Wo Street	Off-street designated	34M	Yue Man Square

* Kowloon - N.T. GMB route

APPENDIX 3 SUMMARY OF GMB TERMINAL FACILITIES AS AT 31 DECEMBER 1988
(CONT'D)

		<u>Route Served</u>	
<u>Location</u>	<u>Type of Facility</u>	<u>No.</u>	<u>Destination</u>
<u>Sham Shui Po</u>			
Sham Shui Po Ferry Concourse	Off-street designated	32K	Mong Kok KCR Station
<u>Shek Kip Mei</u>			
Shek Kip Mei MTR Station	On-street not designated	9M 41M	Upper Pak Tin Estate Yau Yat Chuen
<u>Tai Kok Tsui</u>			
Tai Tsun Street	On-street designated	3 12	Tsim Sha Tsui Pak Tin
<u>Tin Ma Court</u>			
Tin Ma Court	On-street not designated	53M	Lok Fu MTR Station
<u>To Kwa Wan</u>			
Kowloon City Ferry Concourse	Off-street designated	33	Fu Shan
Maidstone Road n/o Lok Shan Road	On-street designated	27M	Mong Kok MTR Station
Wai King Street	On-street designated	7 28M	Tsim Sha Tsui East Mong Kok MTR Station
<u>Tsim Sha Tsui</u>			
Haiphong Road w/o Nathan Road	On-street designated	1M	Tsim Sha Tsui East
Hankow Road s/o Peking Road	On-street designated	3 4 6	Tai Tung Sun Chuen Yau Yat Chuen Wong Po Sun Chuen

**APPENDIX 3 SUMMARY OF GMB TERMINAL FACILITIES AS AT 31 DECEMBER 1988
(CONT'D)**

		<u>Route Served</u>	
<u>Location</u>	<u>Type of Facility</u>	<u>No.</u>	<u>Destination</u>
<u>Tsim Sha Tsui (Cont'd)</u>			
Middle Road w/o Hankow Road	On-street designated	8	Ho Man Tin Estate
Star Ferry Concourse	Off-street designated	1	Tsim Sha Tsui East
<u>Tsz Wan Shan</u>			
Fung Shing Street e/o Po Kong Village Road	On-street not designated	33 33M	Kowloon City Ferry Wong Tai Sin MTR Station
Tsz Wan Shan Road o/s Shatin Pass Estate	On-street designated	18 19	Wong Tai Sin San Po Kong
Tsz Wan Shan Road near Block 47	On-street not designated	20 37M	San Po Kong Wong Tai Sin MTR Station
<u>Wang Tau Hom</u>			
Wang Tau Hom East Road n/o Fu Mei Street	On-street designated	14	Airport
<u>Wong Tai Sin</u>			
Ching Tak Street e/o Sheung Tak Street	Off-street designated	33M	Fu Shan Estate
Shatin Pass Road n/o Lung Cheung Road	Off-street not designated	37M	Tsz Wan Shan
Upper Wong Tai Sin Estate Car Park	Off-street designated	18	Tsz Wan Shan
<u>Yau Tong</u>			
Ko Chiu Road near Block 7, Ko Chiu Road Estate	On-street not designated	25	Sam Ka Tsuen Ferry
Shung Shun Street j/o Tung Yuen Street	Off-street designated	24 25	Lam Tin Ko Chiu Road

**APPENDIX 3 SUMMARY OF GMB TERMINAL FACILITIES AS AT 31 DECEMBER 1988
(CONT'D)**

<u>Location</u>	<u>Type of Facility</u>	<u>Route Served</u>	
		<u>No.</u>	<u>Destination</u>
<u>Yau Yat Chuen</u>			
Lung Chu Street (Nam Shan Estate)	On-street designated		For parking only
Peony Road	On-street designated	2 4	Hung Hom Tsim Sha Tsui
Yau Yat Chuen	On-street designated	41M	Shek Kip Mei MTR Station
<u>NEW TERRITORIES</u>			
<u>Kwai Chung/Tsing Yi</u>			
Cheung Wan T.H.A. access road, Tsing Yi	Off-street designated	88A 88B	Tsing Yi Ferry Kwai Fong MTR Station
Kwai Fong MTR Station	Off-street designated	87M 88 88B 88M 88C	Tsuen Wan Fung Shue Wo Cheung Wan T.H.A. Tsing Yi Road/ United Dockyard Mayfair Garden
Kwai Hau Street, Kwai Shing Estate	Off-street designated	89 89M 98	Tsuen Wan Kwai Hing MTR Station Tsuen Wan
Kwai Hing MTR Station	Off-street designated	89M	Kwai Shing
Kwai Shing Circuit	Off-street designated	94	Shek Wai Kok
Lai Kong Street, Lai King Headland	On-street designated	46M 90M 91	Lai King MTR Station Mei Foo MTR Station Tsuen Wan

**APPENDIX 3 SUMMARY OF GMB TERMINAL FACILITIES AS AT 31 DECEMBER 1988
(CONT'D)**

		<u>Route Served</u>	
<u>Location</u>	<u>Type of Facility</u>	<u>No.</u>	<u>Destination</u>
<u>Kwai Chung/Tsing Yi</u> (Cont'd)			
Lei Pui Street, Shek Lei	Off-street not designated	86	Tsuen Wan Tai Wo Hau MTR Station
On Chit Road, Shek Yam T.H.A.	On-street not designated	83	Tsuen Wan
Princess Margaret Hospital	On-street designated	-	Mei Foo
Road TY8, Fung Shue Wo, Tsing Yi	Off-street not designated	88	Kwai Fong MTR Station
Shing Fong Street	On-street designated	87	Tsuen Wan
Tsing Yi Ferry	Off-street not designated	88A	Cheung Wan T.H.A.
Tsing Yi Road/United Dockyard	Off-street not designated	88M	Kwai Fong MTR Station
Wah King Shan Road	Off-street designated	47M 97 97A	Lai King MTR Station Tsuen Wan Ferry Cheung Sha Wan
Wah Yuen Drive, Wah Yuen Chuen	Off-street not designated	92M 93	Mei Foo MTR Station Tsuen Wan
<u>North</u>			
Fanling KCR Station	Off-street designated	52K 54K 56K	Sing Ping School Lung Yeuk Tau Luk Keng Road

**APPENDIX 3 SUMMARY OF GMB TERMINAL FACILITIES AS AT 31 DECEMBER 1988
(CONT'D)**

		Route Served	
<u>Location</u>	<u>Type of Facility</u>	<u>No.</u>	<u>Destination</u>
<u>North (Cont'd)</u>			
Hang Tau Village access road	On-street not designated	50K	Sheung Shui KCR Station
Ho Sheung Heung access road	On-street not designated	51K	Sheung Shui KCR Station
Lin Ma Hang	Off-street not designated	59K	Sheung Shui KCR Station
Luk Keng Road, Luk Keng	On-street designated	56K	Fanling KCR Station
Ping Che Road/Sing Ping School	On-street not designated	52K	Fanling KCR Station
Ping Kong	On-street not designated	58K	Sheung Shui KCR Station
Sheung Shui KCR Station	Off-street designated	50K 51K 55K 57K 58K 59K	Hang Tau Ho Sheung Heung Sha Tau Kok Tong Kung Leng Ping Kong Lin Ma Hang
Shun Hing Street Sha Tau Kok	On-street designated	55K	Sheung Shui KCR Station
Tong Kung Leng	On-street not designated	57K	Sheung Shui KCR Station

**APPENDIX 3 SUMMARY OF GMB TERMINAL FACILITIES AS AT 31 DECEMBER 1988
(CONT'D)**

<u>Location</u>	<u>Type of Facility</u>	<u>Route Served</u>	
		<u>No.</u>	<u>Destination</u>
<u>Sai Kung</u>			
Fuk Man Road	Off-street designated	12	Po Lam Estate, Road D2
		1	Choi Hung/Telford Garden
		9	Lady MacLehose Holiday Village
Ho Chung access road	On-street designated	2	Sai Kung
Hoi Ha Road, Hoi Ha	Off-street not designated	7	Pak Tam Chung
Lady MacLehose Holiday Village access road	Off-street not designated	9	Sai Kung
Nam Shan Po Lo Che Quarter access road	Off-street not designated	3	Sai Kung
Po Lam Road, Rennie's Mill	Off-street designated	10 10A	Kwun Tong Kwun Tong
Road L7 near Yi Chun Street	On-street designated	2	Ho Chung
Tai Mong Tsai Road, Pak Tam Chung	Off-street designated	7	Hoi Ha
Tui Min Hoi Sai Kung Camp Road	On-street designated	4	Sai Kung
Yi Chun Street, Sai Kung	On-street designated	3	Nam Shan, Po Lo Che
		4	Tui Min Hoi
Hang Hau Road	Off-street not designated	11	Ping Shek
Po Lam Estate, Road D2	Off-street not designated	12	Fuk Man Road

**APPENDIX 3 SUMMARY OF GMB TERMINAL FACILITIES AS AT 31 DECEMBER 1988
(CONT'D)**

		<u>Route Served</u>	
<u>Location</u>	<u>Type of Facility</u>	<u>No.</u>	<u>Destination</u>
<u>Sha Tin</u>			
Au Pui Wan Street, Fo Tan KCR Station	On-street designated	65K	Siu Lek Yuen Road, Wong Nai Tau
Chik Chuen Street, Tai Wai	Off-street designated	61M	Kowloon Tong MTR Station
Heung Fan Liu Street, Pak Tin Mui Lee T.H.A.	On-street designated	63K	Tai Wai KCR Station
Kwai Tei Sun Chuen Road	On-street designated	60K	Sha Tin KCR Station
Lok Fung Path/Shatin Lodge	On-street designated	62K	Sha Tin KCR Station
Lower Shing Mun Road, Lower Shing Mun T.H.A.	Off-street designated	64K	Tai Wai KCR Station
Ma Ling Path, Kau To	Off-street designated	66K	Sha Tin KCR Station
Ma On Shan Road, Ah Kung Kok	On-street designated	67K	Sha Tin KCR Station
Sha Tin KCR Station	Off-street designated	60K	Fo Tan Cottage Area
		62K	Sha Tin Lodge
		66K	Kau To
		67K	Ah Kung Kok
Tai Wai KCR Station	Off-street designated	63K	Pak Tin Mui Lee T.H.A.
		64K	Lower Shing Mun T.H.A.
Wong Nai Tau, Siu Lek Yuen Road	On-street designated	65K	Fo Tan KCR Station
Pai Tau Street	Off-street designated	68K	Julimount Garden
		69K	Greenwood Terrace

**APPENDIX 3 SUMMARY OF GMB TERMINAL FACILITIES AS AT 31 DECEMBER 1988
(CONT'D)**

		<u>Route Served</u>	
<u>Location</u>	<u>Type of Facility</u>	<u>No.</u>	<u>Destination</u>
<u>Sha Tin (Cont'd)</u>			
Greenwood Terrace, Sui Wo Road	On-street designated	69K	Pai Tau Street
Julimount Garden, Hin Tai Street	On-street designated	68K	Pai Tau Street
<u>Tai Po</u>			
Kam Shan Road, Kam Shan	Off-street not designated	22K	Tai Po KCR Station
Lam Kam Road, Ng Tung Chai	Off-street designated	25K	Tai Po KCR Station
Sam Mun Tsai access road, Sam Mun Tsai	Off-street not designated	20K	Tai Po KCR Station
San Uk Ha access road, San Uk Ha	Off-street not designated	23K	Tai Po KCR Station
Tai Po KCR Station	Off-street designated	20K 21K 22K 23K 25K	Sam Mun Tsai Wai Tau Kam Shan San Uk Ha Kadoorie Farm
Wai Tau access road, Wai Tau	Off-street not designated	21K	Tai Po KCR Station
<u>Tsuen Wan</u>			
Chuen Lung Street	On-street designated	80 83 86	Chuen Lung Shek Yam T.H.A. Shek Lei
Chuen Lung Village access road	On-street not designated	80	Tsuen Wan

APPENDIX 3 SUMMARY OF GMB TERMINAL FACILITIES AS AT 31 DECEMBER 1988
(CONT'D)

<u>Location</u>	<u>Type of Facility</u>	<u>Route Served</u>	
		<u>No.</u>	<u>Destination</u>
<u>Tsuen Wan (Cont'd)</u>			
Fu Yung Shan Road, Fu Yung Shan	On-street not designated	85	Tsuen Wan
Ham Tin Street	On-street designated	87	Kwai Fong
		87M	Kwai Fong MTR Station /Container Port
		91	Lai King Headland
		93	Wah Yuen Chuen
Ho Pui Street	On-street designated	89	Kwai Shing North
		98	Kwai Shing North
Lo Wai Road	On-street not designated	81	Tsuen Wan
		81M	Tsuen Wan Ferry
Lung Yue Road, Tsing Lung Tau	On-street designated	96	Tsuen Wan Ferry
		96M	Tsuen Wan MTR Station
Shek Wai Kok Road	On-street designated	94	Kwai Shing
Shing Mun Road, Shing Mun Reservoir	On-street designated	82	Tsuen Wan
		82M	Tsuen Wan Ferry
Shiu Wo Street	On-street designated	81	Lo Wai
		82	Shing Mun Reservoir
		85	Fu Yung Shan
Tsuen Wan Centre, Tsuen King Circuit	Off-street designated	95	Tsuen Wan Ferry
		95M	Tsuen Wan MTR Station
Tsuen Wan Ferry	Off-street designated	81M	Lo Wai
		82M	Shing Mun Reservoir
		95	Tsuen Wan Centre
		96	Tsing Lung Tau
		97	Wah King Shan
Tsuen Wan MTR Station	Off-street designated	95M	Tsuen Wan Centre
		96M	Tsing Lung Tau

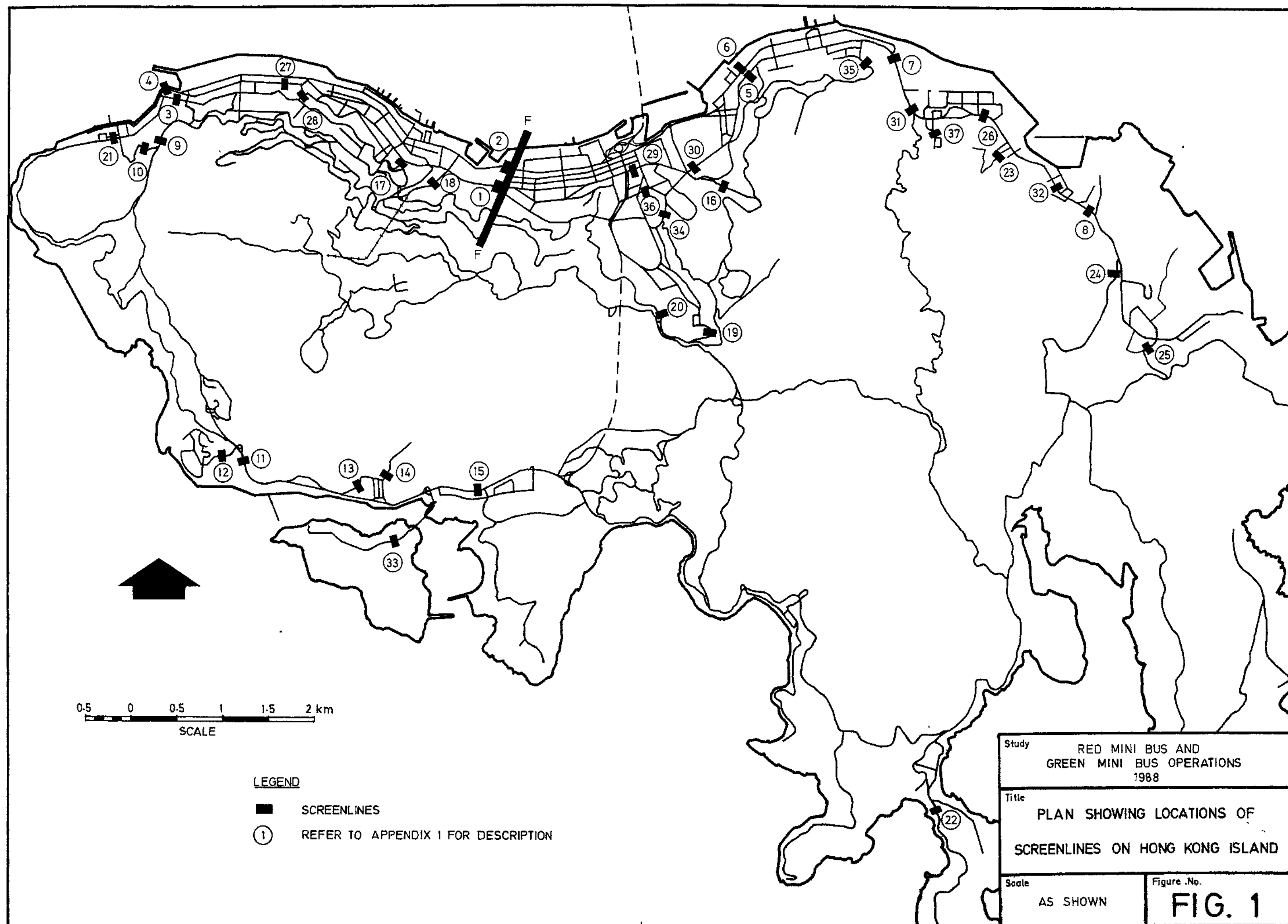
**APPENDIX 3 SUMMARY OF GMB TERMINAL FACILITIES AS AT 31 DECEMBER 1988
(CONT'D)**

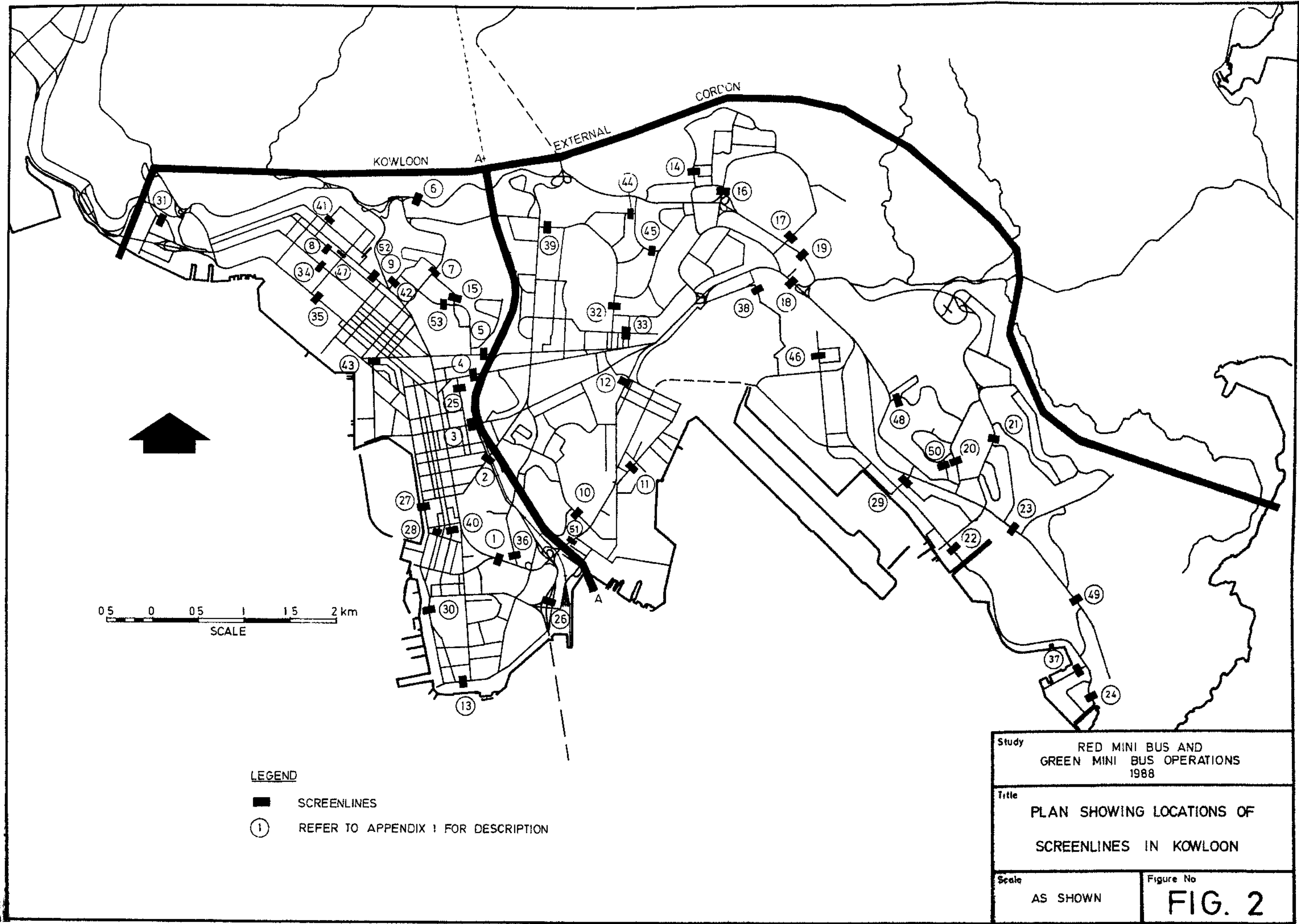
		Route Served	
<u>Location</u>	<u>Type of Facility</u>	<u>No.</u>	<u>Destination</u>
<u>Tuen Mun</u>			
San Ching Street, Tuen Mun Town Centre	Off-street designated	43	So Kwun Wat
<u>Yuen Long</u>			
Deep Bay Road, Tsim Bei Tsui	Off-street designated	35	Yuen Long
Fook Hong Street	Off-street designated	73	Sung Shan San Tsuen
		74	Shing Uk Tsuen
		75	Ha Wan Tsuen
		76	Siu Hom Tsuen
		36	Tai San Wai
		37	Ngau Tam Mei
		38	Ha Chuk Yuen
Ha Chuk Yuen Road	Off-street not designated	38	Yuen Long
Ha Wan Tsuen	Off-street not designated	75	Yuen Long
Hong King Street	On-street designated	31	Tong Yan San Tsuen
		32	Tan Kwei Tsuen
Kin Yip Street	On-street designated	39	Kung Om
Kung Om	Off-street not designated	39	Yuen Long
Lau Fau Shan Road	On-street designated	34	Yuen Long
Lui Kung Tin	Off-street designated	72	Yuen Long
Ngau Tam Mei Road	Off-street not designated	37	Yuen Long

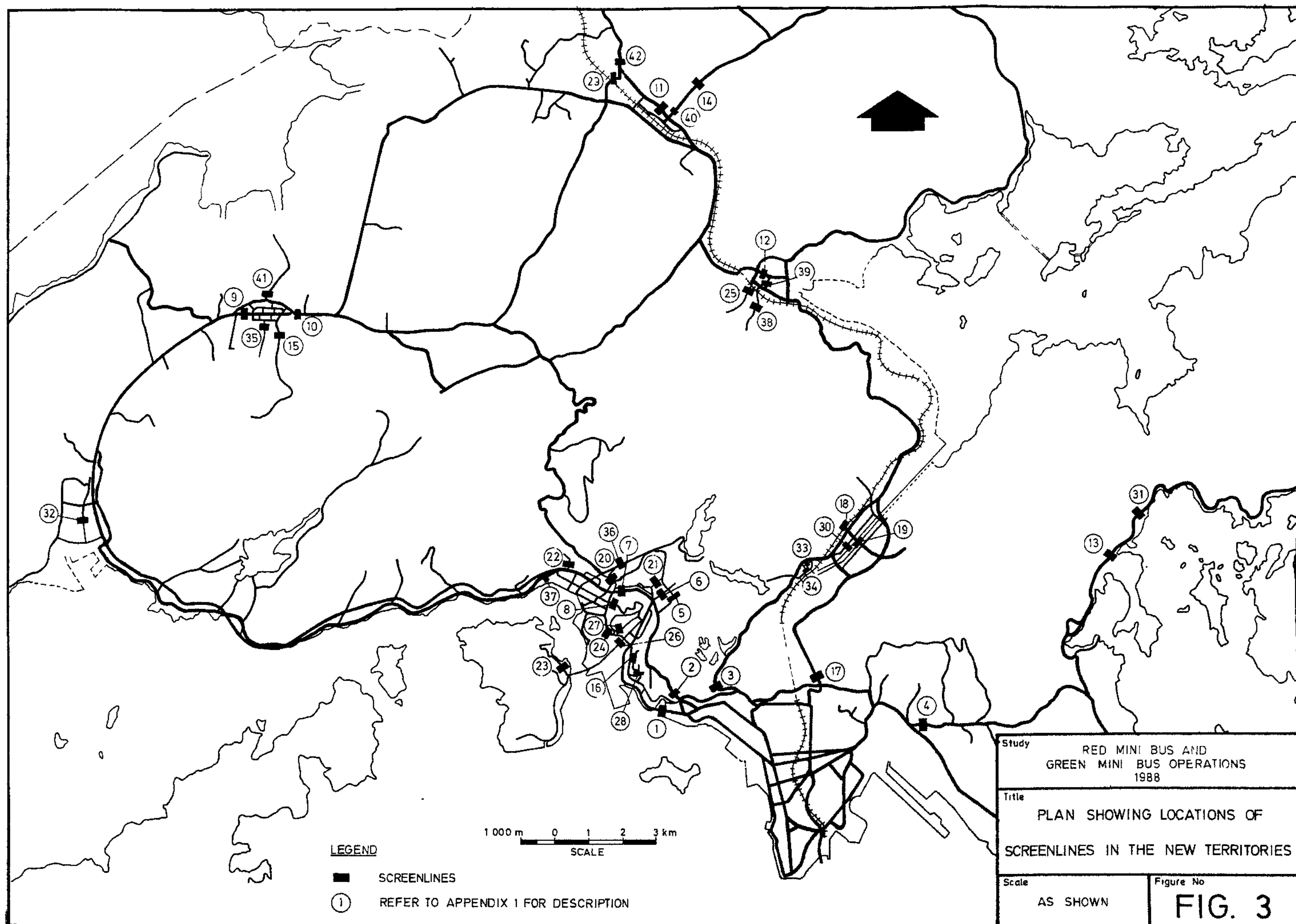
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(CONT'D)

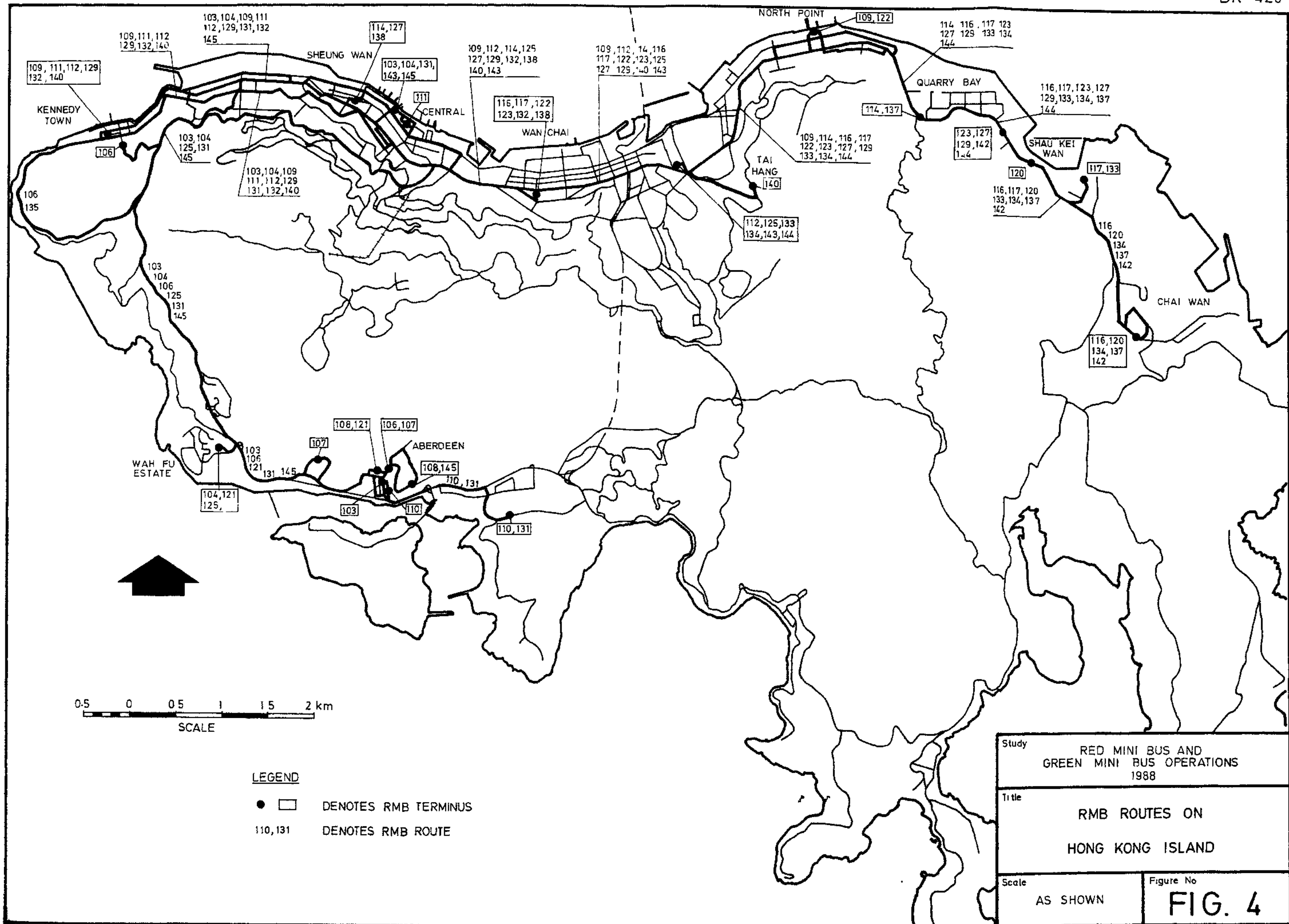
		<u>Route Served</u>	
<u>Location</u>	<u>Type of Facility</u>	<u>No.</u>	<u>Destination</u>
<u>Yuen Long (Cont'd)</u>			
Nim Wan Road	Off-street not designated	33	Yuen Long
Shek Wu Tong, Ho Pui	Off-street not designated	71	Yuen Long
Shing Uk Tsuen	Off-street not designated	74	Yuen Long
Siu Hom Tsuen	Off-street not designated	76	Yuen Long
Sung Shan San Tsuen	Off-street not designated	73	Yuen Long
Tai Fung Street	On-street designated	33 34 35	Long Chok Hang Lau Fau San Sha Kiu
Tai Hang Street	On-street designated	71 72	Shek Wu Tong, Ho Pui Liu Kung Tin
Tai San Wai access road	Off-street not designated	36	Yuen Long
Tan Kwei Tsuen Road	On-street not designated	32	Yuen Long

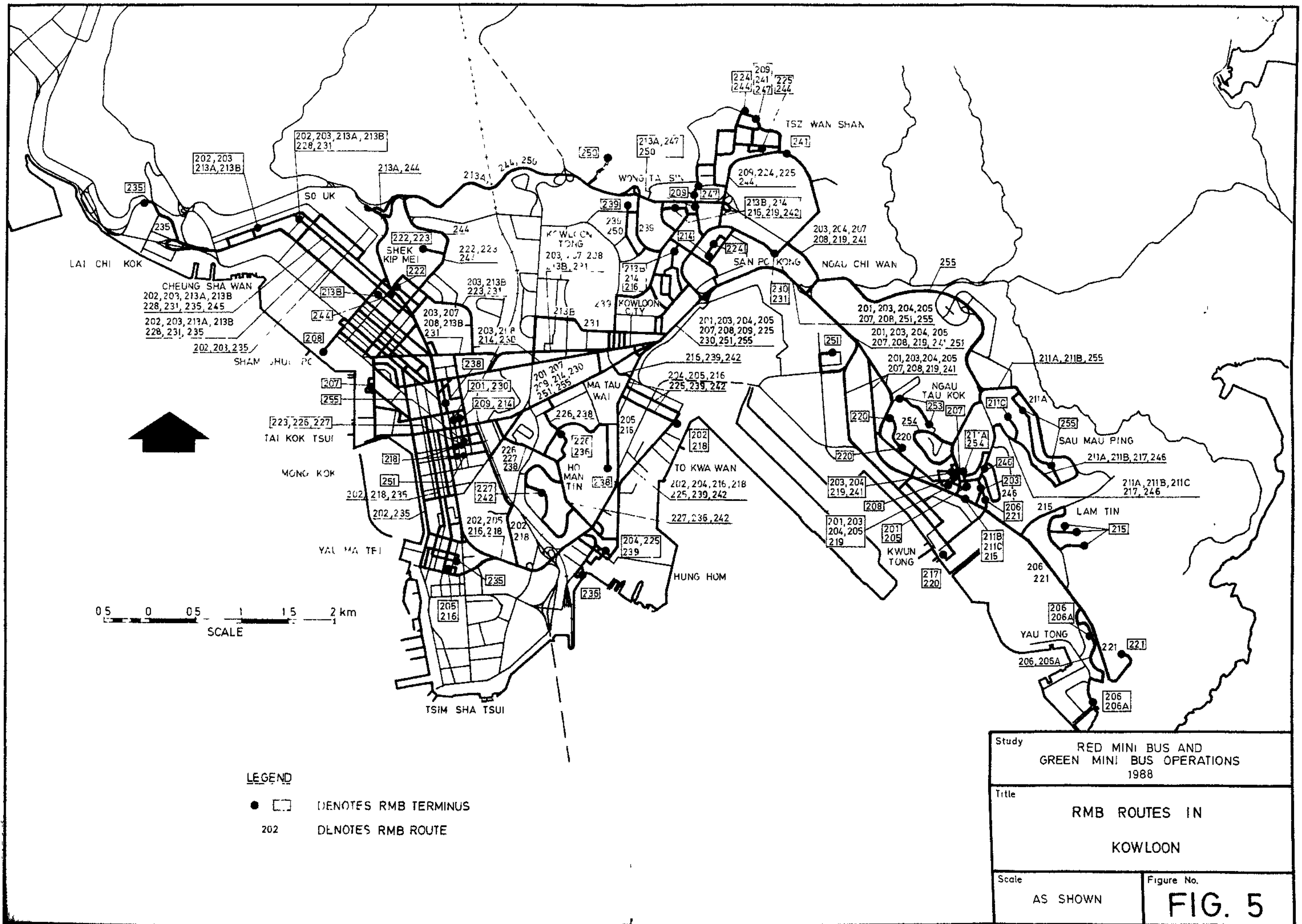
FIGURES

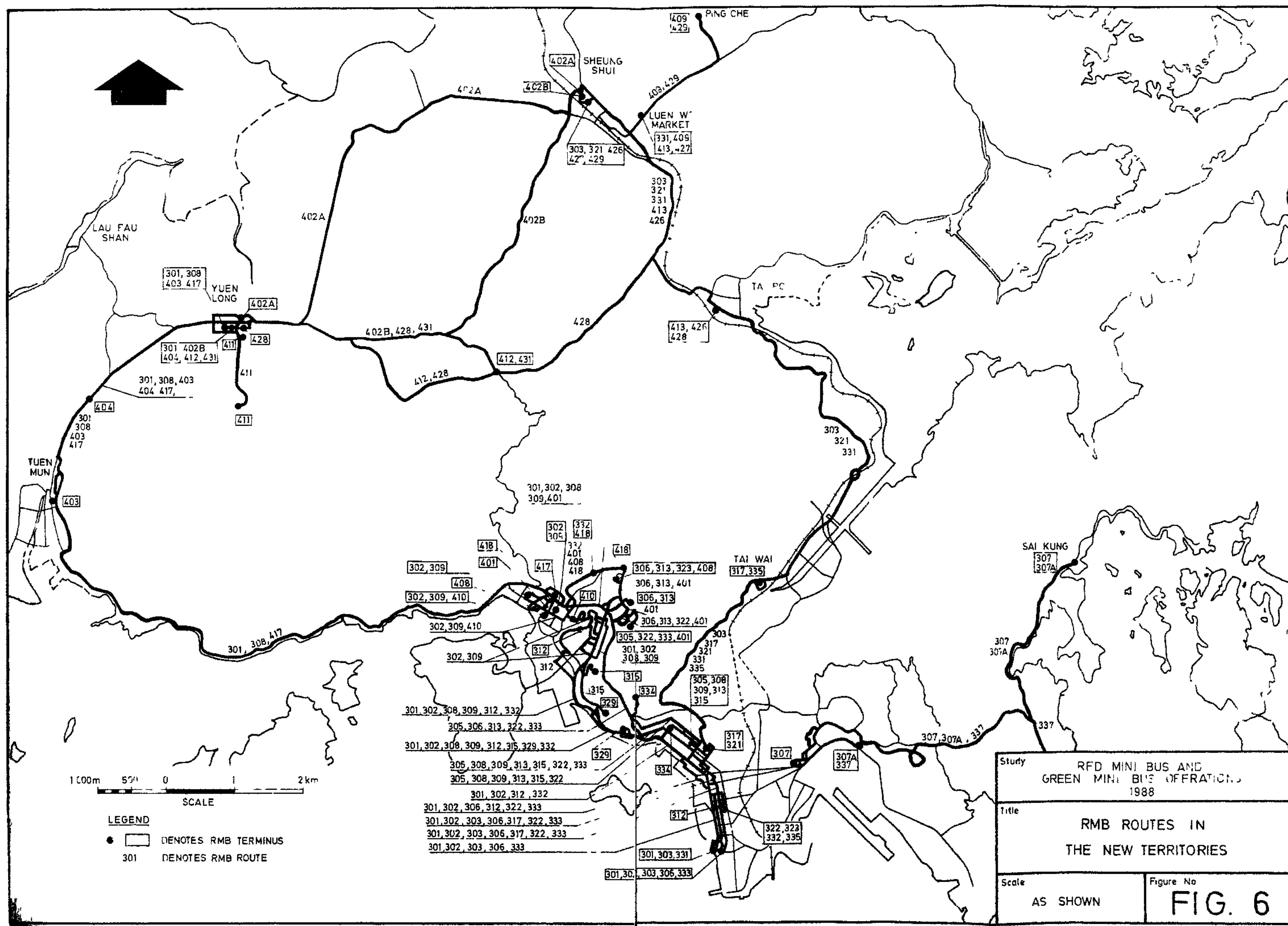


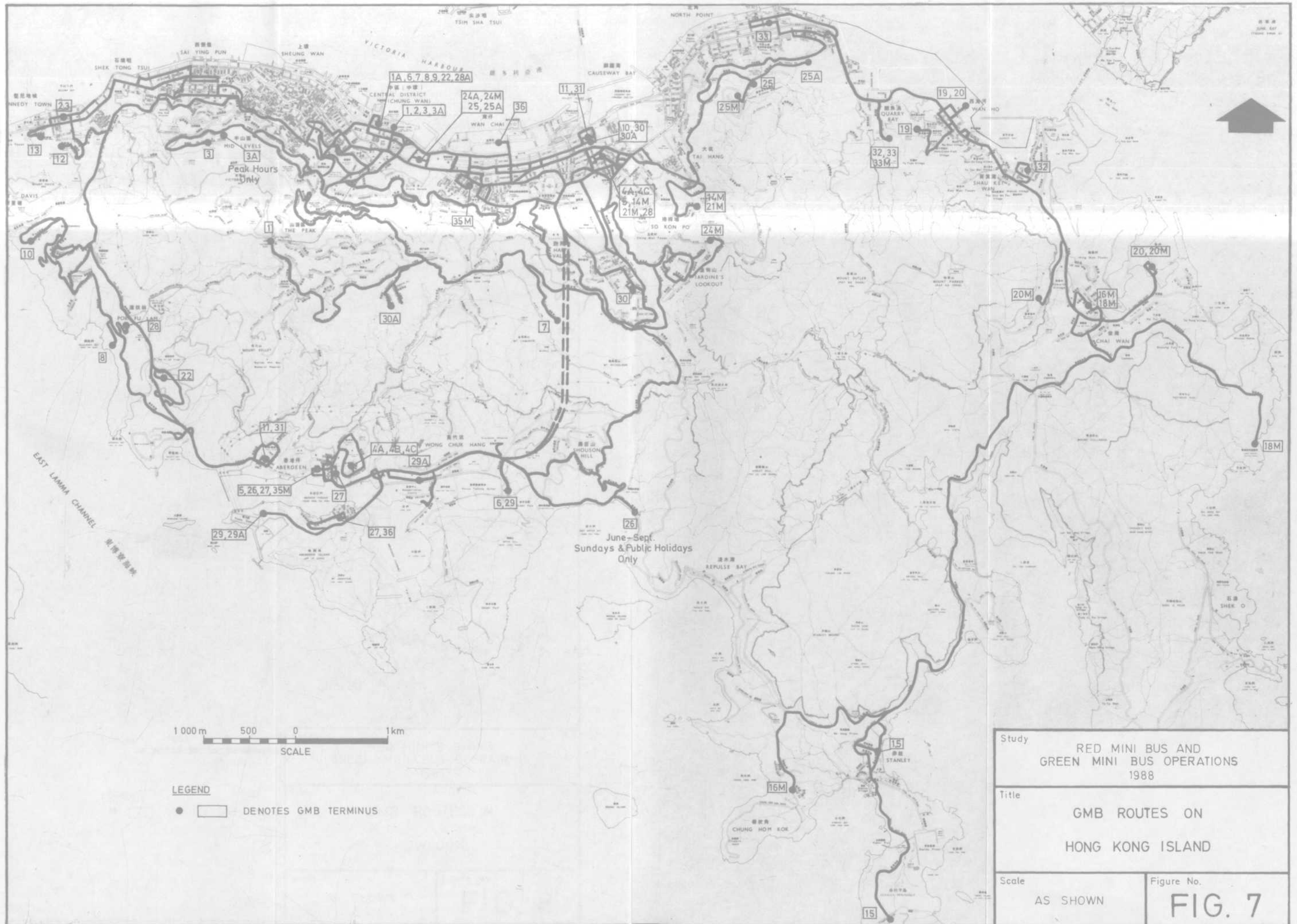












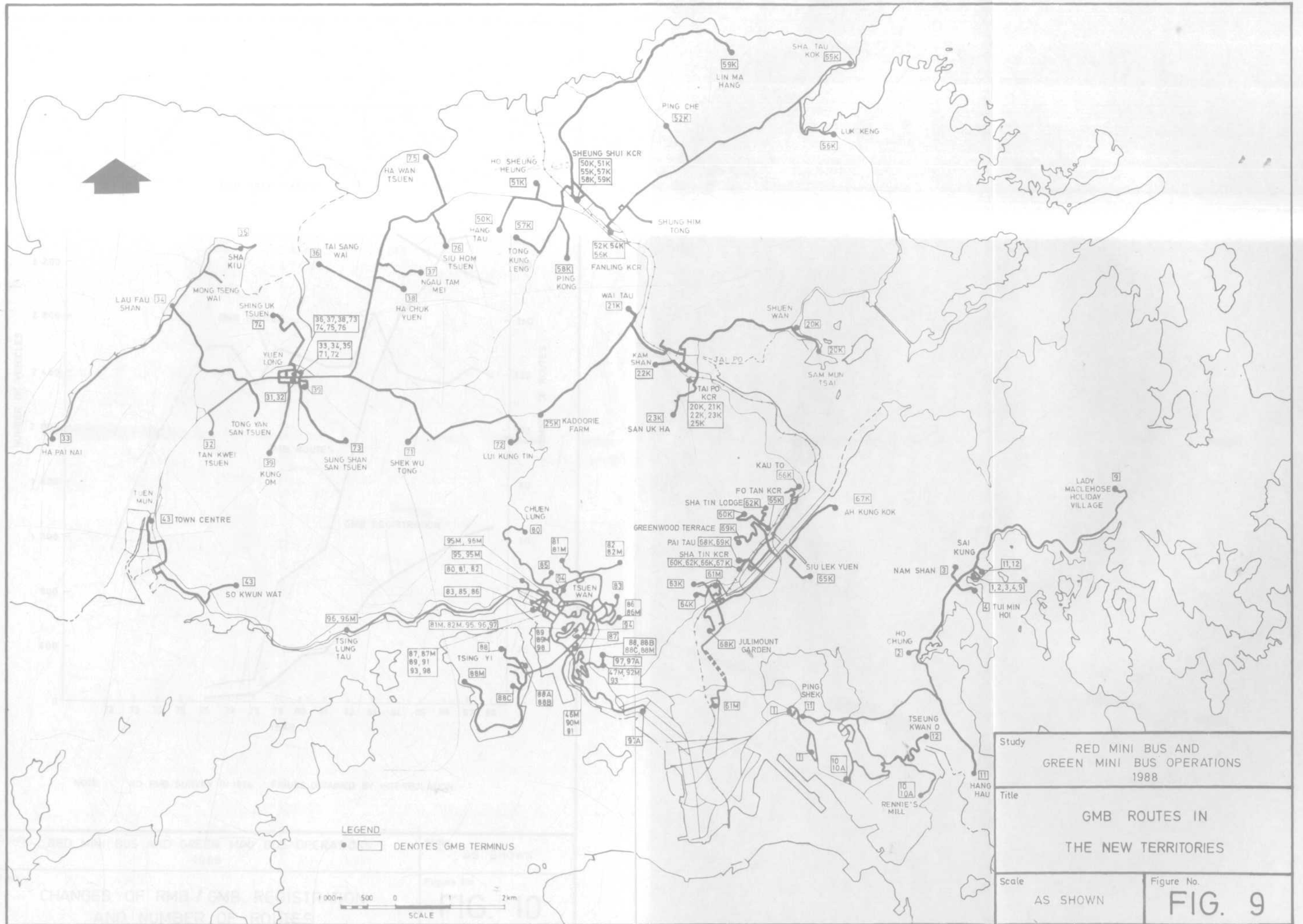


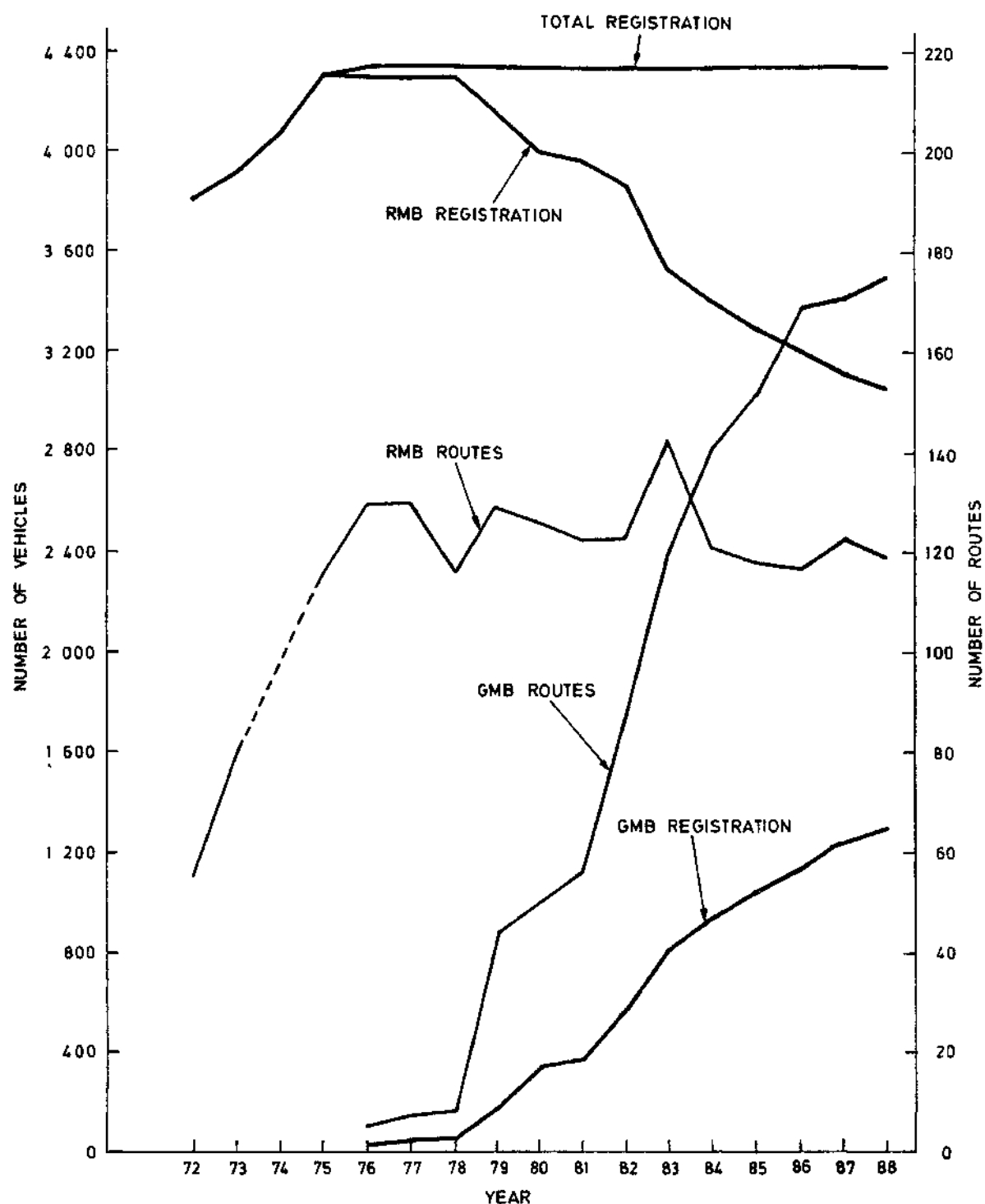
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SCALE

LEGEND

● □ DENOTES GMB TERMINUS

Study		RED MINI BUS AND GREEN MINI BUS OPERATIONS 1988	
Title		GMB ROUTES IN KOWLOON	
Scale	AS SHOWN	Figure No.	FIG. 8





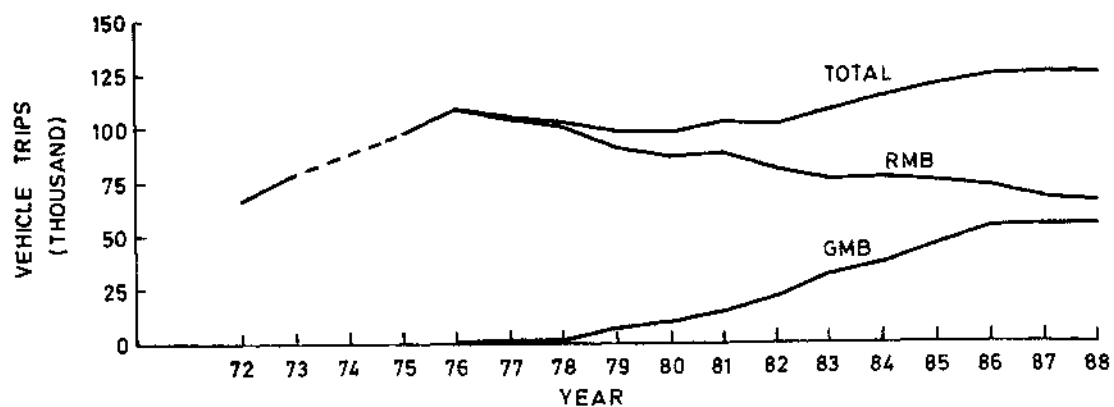
NOTE NO RMB SURVEY IN 1974 FIGURE OBTAINED BY INTERPOLATION

Study RED MINI BUS AND GREEN MINI BUS OPERATIONS
1988

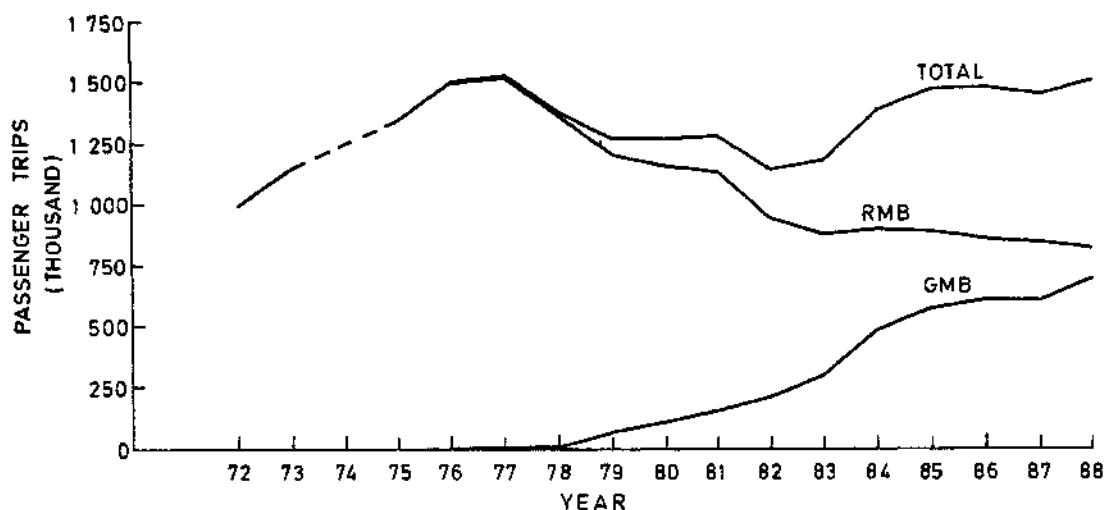
Scale AS SHOWN

Title CHANGES OF RMB / GMB REGISTRATION
AND NUMBER OF ROUTES

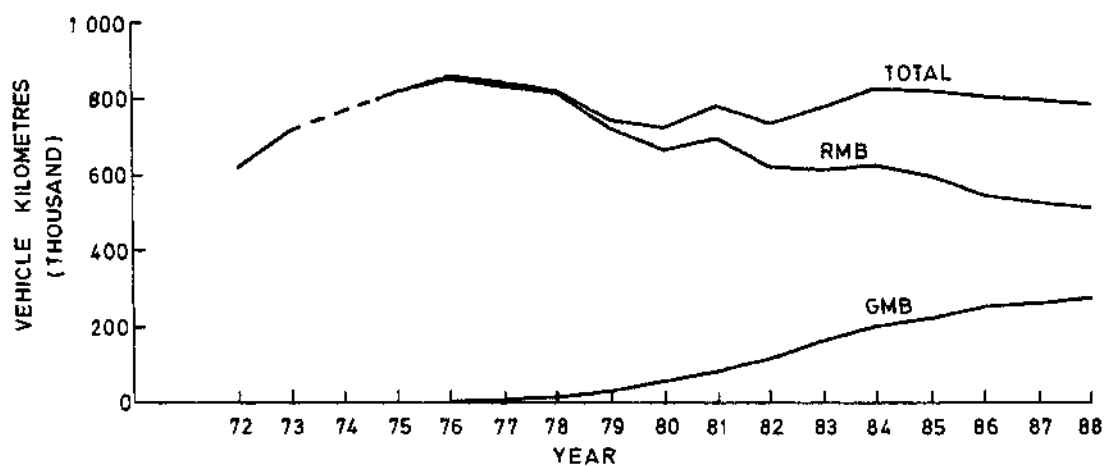
Figure No
FIG. 10



(A) DAILY (16-HOUR) VEHICLE TRIPS



(B) DAILY (16-HOUR) PASSENGER TRIPS



(C) DAILY (16-HOUR) VEHICLE-KILOMETRAGE

NOTE NO RMB SURVEY IN 1974 FIGURE OBTAINED BY INTERPOLATION

Study	RED MINI BUS AND GREEN MINI BUS OPERATIONS 1988	Scale	AS SHOWN
Title	CHANGES OF RMB AND GMB CHARACTERISTICS	Figure No	FIG. 11





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