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Pamphlet 385-2

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**Safety**

**GUIDE TO SAFE DRIVING IN KOREA**

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**\*This pamphlet supersedes USFK Pamphlet 385-2, dated 7 August 2012.**

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**Summary.** This pamphlet provides essential information for United States Forces Korea (USFK) personnel operating motor vehicles in the Republic of Korea (ROK).

**Summary of Change.** This pamphlet has been substantially changed. A full review of its contents is required.

**Applicability.** This pamphlet applies to all USFK personnel operating motor vehicles in the ROK.

**Supplementation.** Supplementation of this pamphlet and issuance of command and local forms by subordinate commands is prohibited without prior approval of the Commander, USFK Command Safety Office (FKSF), Unit #15237, APO AP 96271-5237.

**Forms.** USFK Forms are available at <http://www.usfk.mil/>.

**Records Management.** Records created as a result of processes prescribed by this pamphlet must be identified, maintained, and disposed of according to AR 25-400-2. Record titles and descriptions are available on the Army Records Information System website at:  
<https://www.arims.army.mil>.

**Suggested Improvements.** The proponent of this pamphlet is the USFK Command Safety Office (FKSF). Users are invited to send comments and suggested improvements on DA Form 2028 (Recommended Changes to Publications and Blank Forms) to the USFK Command Safety Office (FKSF), Unit #15237, APO AP 96271-5237.

**Interim Changes.** Interim changes to this pamphlet are not official unless authenticated by the Command Safety Office. Users will destroy interim changes on their expiration date unless sooner superseded or rescinded.

**Distribution.** Electronic Media Only (EMO).

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## **Chapter 1**

### **General**

#### **1-1. Purpose**

- a. This pamphlet provides essential information for United States Forces Korea (USFK) personnel operating motor vehicles in the Republic of Korea (ROK).
- b. This pamphlet will help applicants prepare for the written and road-sign tests that they must pass before receiving a U.S. Forces Korea (USFK) Motor Vehicle Operator's Permit (USFK Form 134EK). This pamphlet will also help commanders conduct orientations and refresher and remedial driver-training courses.
- c. As regulations change, it may not always be possible to keep this pamphlet current. Drivers must remember that regulations overrule this pamphlet for purposes of punitive or adverse administrative action affecting Motor Vehicle Operator's Permit.
- d. USFK Regulation 190-1 takes precedence in cases of conflict.

#### **1-2. References**

Required and related publications are listed in appendix A.

#### **1-3. Explanation of Abbreviations**

Abbreviations used in this regulation are explained in the glossary.

#### **1-4. Scope**

All USFK service members, USFK civilian appropriated and non-appropriated employees, and family members of the aforementioned personnel may obtain a USFK Motor Vehicle Operator's Permit (USFK Form 134EK). USFK Invited Contractors, USFK third-country national employees, and family members of the aforementioned personnel must possess a corresponding ROK driver's license or valid International Driving Permit (*NOTE: Korea accepts International Driving Permits but not International Driving Licenses. International Driving Licenses offered by several online agencies are not legal documents for driving in Korea.*). Policies outlined in this pamphlet are applicable to all personnel possessing a USFK Form 134EK.

#### **1-5. Authority**

a. Under the provisions of the ROK/U.S. Status of Forces Agreement (SOFA), USFK may issue a Motor Vehicle Operator's Permit (USFK Form 134EK) for Privately Owned Vehicles (POVs) to U.S. service members, civilian component members (referred to in this pamphlet as civilian employees), and their Family members in Korea.

(1) All applicants for a USFK Motor Vehicle Operator's Permit must have a valid driver's license issued by a country (for example, Korea) or a state or territory of the United States before they can drive in Korea. Throughout this pamphlet, this will be referred to as "a valid country or state driver's license."

(2) The Commander, USFK (or Designee) will ensure that applicants for a Motor Vehicle Operator's Permit have adequate knowledge of Korean traffic regulations. Applicants should be familiar with applicable references in appendix A.

(3) If reasonable doubt exists about a person's responsibility or fitness to operate a motor

vehicle, the Commander, USFK (or Designee) may suspend or revoke the person's Motor Vehicle Operator's Permit.

b. The Commander, USFK (or Designee) also registers and licenses POVs belonging to U.S. service members, civilian employees, and their family members.

#### **1-6. POV Driving is a Privilege, Not a Right**

a. The authorization to drive a POV in Korea is a privilege, not a right. This privilege may be withdrawn if a driver fails to show responsibility or care for his or her own safety or for the safety of others while operating a POV.

b. Driving privileges may be withdrawn based on a POV driver's acceptance of non-judicial punishment by a military or civilian court, traffic-point assessment, other administrative action, or misconduct. These withdrawals may range from temporary suspensions to indefinite revocations.

c. Driving privileges may be withdrawn for offenses committed while driving either a POV or a Government Owned Vehicle (GOV).

#### **1-7. Obtaining a USFK Motor Vehicle Operator's License**

a. The following individuals are authorized to obtain a USFK Motor Vehicle Operator's Permit (USFK Form 134EK):

(1) All command sponsored service members, regardless of grade, and their family members.

(2) Joint domicile status service members authorized to ship a POV at government expense, regardless of grade, and their family members.

(3) A member of the U.S. Armed Forces in the grade of E-7 or above, and their family members.

(4) DOD civilian employees in the grades of GS-5, WG-5, WL-2, WS-1, NA-5 and CC-3 or equivalent and above and family members of the aforementioned personnel.

(5) Service members E-6 and below and Department of Defense (DOD) civilians GS4, WG4, WL1, NA4, CC2 and below, who reside off-post, and their family members. Service members must obtain a statement of non-availability from the Housing Office.

(6) Service members E-6 and below and DOD civilians GS4, WG4, WL1, NA4, CC2 and below, who are unaccompanied, reside on-post, and receive approval from the first O-5 or civilian equivalent in their chain of command.

b. The above listed personnel must also possess a valid U.S. state driver's license, ROK driver's license or a foreign driver's license issued by another UN member country prior to obtaining a USFK Form 134EK.

(1) Personnel are not required to obtain a USFK Form 134EK if they are already in possession of a current ROK driver's license.

(2) If a foreign driver's license is not printed in either English or Korean, personnel must acquire an International Driver's permit OR formal translation of the license into English or Korean prior to issuance of a USFK Form 134EK.

c. A USFK Motor Vehicle Operator's Permit (USFK Form 134EK) is valid for five years, from the date of issue, for USFK military personnel and their family members, USFK civilian appropriated and non-appropriated employees and their family members, and USFK technical representatives and their family members.

d. The USFK Form 134EK will indicate the type of vehicle(s) the individual is authorized to operate.

e. If a USFK Motor Vehicle Operator's Permit (USFK Form 134EK) is suspended or revoked, the licensee will not operate any vehicle in Korea (including Korean-plated vehicles and rental vehicles) until his or her driving privileges are restored.

f. Personnel authorized a USFK Motor Vehicle Operator's Permit (USFK Form 134EK) and wishing to operate a motorcycle (as defined in Glossary, Section II Terms) in Korea must have a valid motorcycle operator's license or motorcycle endorsement issued by a U.S. state/territory or another country. Additionally, all military personnel must also show proof they completed the Motorcycle Safety Foundation (MSF) course or the Deputy under Secretary of Defense (DUSD) (I&E) endorsed, state-approved, curriculum for motorcycle operator's safety training. Personnel authorized a USFK Motor Vehicle Operator's Permit (USFK Form 134EK) and wishing to operate a motor scooter (as defined in Glossary, Section II, Terms) are not required to obtain a valid U.S. state/territory motorcycle operator's license or motorcycle endorsement. Only a standard USFK Motor Vehicle Operator's Permit (USFK Form 134EK) or ROK Driver's license is required. Military personnel operating a motor scooter are not required to complete a MSF or DUSD (I&E) endorsed motorcycle training course.

g. Cadets from the U.S. Air Force, Army, Coast Guard, Naval, other Military Academies or Reserve Officer Training Corps shall not be licensed or permitted to operate any type of motor vehicle in the ROK.

h. Refer to USFK Regulation 190-1, Traffic Supervision for additional requirements.

#### **1-8. POV Registration**

a. A POV may be owned and registered by:

(1) Personnel in a command sponsored status regardless of grade.

(2) Personnel in a joint domicile status authorized a POV on their orders, regardless of grade.

(3) U.S. service members in the grade of E-7 or above and DoD Civilian Employees in the grades of GS-5, WG-5, WL-2, WS-1, NA-5 and CC-3 or equivalent and above; USFK technical representatives; and USFK Invited Contractors.

(4) DoD civilian employees and Service Members, regardless of grade, who are assigned to units on U.S. military installations in Korea and are required to live off-installation.

(5) U.S. citizens and third-country nationals employed in an official capacity by invited contractors who have SOFA privileges.

(6) Any member of the USFK or its civilian component authorized shipment of a POV to the ROK at government expense.

b. Registration Policy

(1) All accompanied personnel with command sponsored dependents eligible to own and register a POV are authorized to register and operate up to two POVs without having to obtain a written exception to policy.

(2) All DoD civilian employees and unaccompanied service members who are assigned to units on U.S. military installations in Korea and are required to live off-installation are authorized to register and operate one POV without having to obtain a written exception to policy.

(3) Personnel must obtain a written exception to policy in order to register a third vehicle, following the procedures outlined in USFK Regulation 190-1. NOTE: This does not include one motorcycle or motor scooter. For example, eligible personnel may register two POVs and one two-wheeled vehicle.

(4) All POVs shall be registered under the sponsor's name, even if another member of the household legally owns the POV.

(5) Motor vehicles in the ROK that are owned or possessed by persons subject to this regulation will be registered with the local USFK vehicle recorder within 10 days after they are received from port or POV pick up point, purchased, or otherwise legally acquired.

(6) Personnel who received motor vehicles from port or POV pick up point and/or purchased or otherwise legally acquired a POV, may obtain temporary license plates valid for 10 days. The temporary license plates may be obtained from the installation VRO or off-post DMV. The USFK Form 192EK may be obtained from the installation VRO. To preclude unauthorized use of in-country temporary plates within the ROK and to avoid possible SOFA conflicts, temporary license plates are strictly controlled and valid for 10 days only. Expired temporary plates will accrue a fine and if not paid immediately, can exceed in cost up to the amount of 500,000 KRW.

(7) All motorcycles and motor scooters regardless of size of Cubic Centimeters (CC's) must be registered at the Area VRO.

(8) The USFK motor vehicle recorders are responsible for ensuring only authorized individuals register POVs. Copies of exceptions, command sponsorship, joint domicile orders, or other orders authorizing registration and shipment of a POV (including Powers of Attorney) will be attached to the USFK Form 31 EK (Application for Registration/Cancellation of USFK POV) (available EMO at [www.usfk.mil](http://www.usfk.mil)) and maintained on file by the vehicle recorder.

(9) USFK SOFA vehicle registrations (initial or renewal) are valid for two years or until the sponsor's DEROS date (whichever date is sooner).

(10) All SOFA POV owners will deregister, or make legal arrangements for deregistration of, their vehicles before permanently departing from this command by reporting to the local PM or Security Force Office for a vehicle registration clearance check.



(11) When cancellation of registration of a POV is required by one of the events described above, the sponsor will immediately surrender the license plates and USFK Form 207 (Military Registration and Certificate of Title of Motor Vehicle) (Non Transferable) to the vehicle recorder. The owner will complete one copy of USFK Form 32EK. See USFK Regulation 190-1 for additional instructions.

c. Refer to USFK Regulation 190-1, Traffic Supervision for additional requirements.

#### **1-9. Responsibilities of U.S. Forces Personnel**

a. U.S. Forces personnel driving POVs or GOVs in Korea must obey:

(1) Korean traffic laws and regulations.

(2) Korean police officer signals and directions. Failure to obey police signals and directions may result in arrest and prosecution in Korean courts.

(3) Traffic regulations governing the operation of motor vehicles on U.S. military installations, in family housing areas, and on other USFK-controlled property as published by commanders and official, regulatory traffic signs or devices. Appendix A lists applicable Army and Air Force publications.

(4) U.S. Army Military Police (MP) and U.S. Air Force Security Forces (SF) traffic signals and directions.

b. Failure to obey traffic laws and regulations as well as traffic signals and directions may result in:

(1) Suspension or revocation of the offender's Motor Vehicle Operator's Permit, withdrawal of vehicle registration privileges, or both.

(2) Citation by the MP, SF, or Korean police, with possible fines levied by Korean officials.

#### **1-10. Traffic Accidents**

While the number of traffic accidents in Korea hit a peak in 2000 and began its decent, accident rates are still higher in Korea than in many other industrialized nations. Personal, social, and economic losses caused by traffic accidents continue to be enormous. In 2008, a total of 215,822 traffic accidents occurred, claiming 5,870 lives and injuring 338,962 people. This means on a daily basis nearly 591 accidents occur, resulting in approximately 16 deaths and 929 injuries.

**a. Causes of Traffic Accidents.** Traffic accidents occur for various reasons. While problems with roads or safety facilities lead to some accidents, the majority of traffic accidents are caused by drivers' failure to abide by regulations, failure to consider pedestrians, and failure to acknowledge dangerous behaviors. The following represents some common causes of motor vehicle accidents and injuries here in Korea:

(1) **Unsafe road environments.** Unsafe road environments refer to external factors uncontrollable by drivers, such as limited visibility, slippery surface, insufficient safety facilities, inadequately repaired vehicles, pedestrians, or other vehicles that suddenly get in the way.

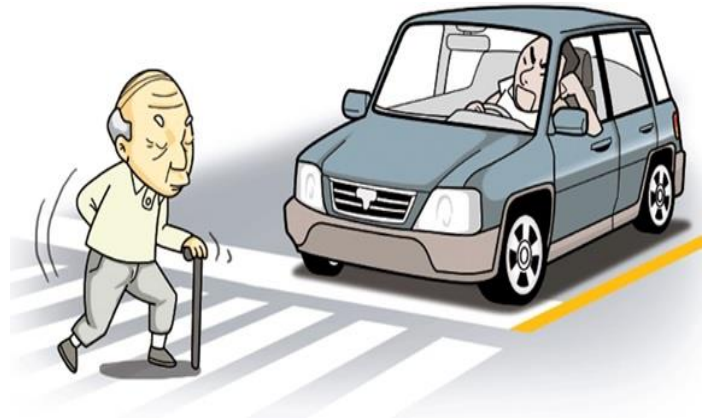
(2) **Driver experience and knowledge.** Traffic accidents are often caused by ignorance. Most driver knowledge is acquired through experience. This is why so many new circumstances

lead to accidents. If you know what happens when you speed or suddenly stop under special circumstances including rain, snow or a winding road, you would be careful not to speed or brake suddenly.

(3) **Complacency - Failure to recognize danger.** While there are some drivers who slow down upon recognizing potential dangers of certain situations, others do not see any possible peril. These differences in danger recognition stem from experiences and, in particular, different standards. Drivers with stronger desire to arrive at their destination as soon as possible are more likely to take risks.

(4) **Poor risk decision-making process.** Poor risk decision making includes believing that it is ok to violate traffic regulations as long as you do not cause accident; rushing to get to your destination even when you are not late; and regarding pedestrians on the road as obstacles.

(5) **Poor driving habits.** Many drivers tend to wrongly believe that their undesirable driving habits do not pose any danger just because they have yet to cause traffic accidents. This belief can reinforce such habits has led to fatal accidents.



**b. Preventing Traffic Accidents.** Follow these basic guidelines to help prevent motor vehicle accidents:

(1) **Abide by traffic regulations.** Everyone expects pedestrians and drivers to comply with traffic regulations. Failure to meet this expectation is the main cause of unsafe driving. Even when other driver violates traffic regulations, you can prevent accidents by meeting that person's expectation that you will follow traffic rules. In short, abiding by traffic regulations is the most basic preventive measure against traffic accidents.

(2) **Avoid sudden moves.** It is hard to predict sudden changes in direction or speed, or sudden move of other vehicles. While you can use brakes to signal that you are slowing down, you should avoid sudden braking, as it is likely to cause an accident. When entering roads, slow down or stop to look around for oncoming traffic.

(3) **Do not speed.** Accidents often occur even when there is enough inter-vehicle distance, because the speed of the oncoming vehicle is much faster than it appears. Indeed, it is extremely difficult to accurately judge the speed of an oncoming vehicle from a distance. Speeding is even more dangerous at night because visibility is reduced and light traffic tempts many other drivers to speed.

(4) **Clearly signal your intentions.** If you turn without using the turn signal at an intersection not installed with traffic lights, you could easily cause a traffic accident. Before turning or changing lanes, always signal your intention by using turn signals or hand signals.

(5) **Anticipate danger and drive defensively.** It is important to anticipate rule-breaking actions by other vehicles or pedestrians. Being prepared for less-than-desirable cases and driving defensively will prove invaluable in preventing accidents.

(6) **Take your time.** The biggest reason for reckless driving and violating traffic regulations is time. Many risk heavy fines, license suspension, and even traffic accidents just to save a few minutes. Taking time is never a waste of time; it is a rather small price for safety.

**c. Legal Obligations When an Accident Occurs.** All USFK members, including service members, DoD civilians, and family members, are subject to Korean motor vehicle laws. Korean law requires that the driver of a motor vehicle exercise a high degree of care to avoid an accident. A driver who fails to exercise that duty of care and causes an accident is subject to civil and criminal liability.



(1) The following are driver responsibilities when involved in an accident.

(a) Stop immediately. Under the Korean law, moving any distance after an accident could constitute hit-and-run. You may move the vehicle only after **all** of the following has occurred:

- i. After being given consent from the other involved driver(s)
- ii. After exchanging necessary information with the other involved driver(s)
- iii. Per KNP or MP direction.

(b) Aid the injured and take other necessary emergency measures.

(c) The following information is provided to law enforcement:

- i. Location, time, and date of accident.
- ii. Degree of injuries, to include fatalities.
- iii. Type and degree of property damage.
- iv. Other necessary information.

(d) Document the scene with photographs if possible. Recommend carrying a camera or cell phone camera.

(e) Even if you are involved in a traffic accident that does not result in an injury, you are required to exchange personal and contact information with each other. Do not agree to settle with the Korean national driver. If another party is slightly injured, render first aid and/or call an ambulance.

(f) In case of serious injury, do not move the injured person but check if he/she is conscious, breathing, and has a pulse. Dial 911 if on a military installation. If off a military installation in the local community dial 119 or 1139. Provide information about the situation to emergency medical technicians arriving at the accident site in order to ensure that they or a doctor can provide the necessary assistance.

(g) If you encounter language problems with Koreans involved, show your USFK FL 1EK (HQ USFK SOFA card) or appendix D of this pamphlet, and point out items that you desire to express.



(2) A police officer may order drivers to do the following:

- (a) Aid the injured.
- (b) Remain at the scene of the accident if needed to prevent traffic hazards.
- (c) Take other measures necessary for maintenance of traffic safety.

(3) Criminal liability:

(a) Under Korean criminal law, any driver of a motor vehicle is considered a professional driver. Consequently, a driver involved in an accident resulting in death or injury may be found guilty of occupational negligence and subject to imprisonment for a maximum of five (5) years or a fine of 20 million Korean Won (₩). If a driver flees the scene of an accident, the penalty is increased and could result in imprisonment for life.

(b) Under a special statute, a driver found at fault in an accident resulting in injuries or property damage may be relieved from criminal liability if the driver enters into a private settlement agreement or has an open-ended comprehensive insurance policy covering bodily injuries and property damage without a limit. However, in the following cases, drivers are not relieved from criminal liability, whether or not they enter into a settlement agreement or hold an open-ended comprehensive insurance policy:

- i. Causing a fatal accident.
- ii. Leaving the accident scene without taking necessary measures to aid an injured person.
- iii. Violating a traffic signal or an instruction by a police officer.
- iv. Crossing a center-dividing line, making an unauthorized U-turn or initiating an unlawful backing maneuver.

- v. Exceeding the speed limit by 20 Kilometers Per Hour (KPH).
- vi. Passing in an unsafe or illegal manner.
- vii. Violating railroad crossing procedures.
- viii. Disregarding driver's duties to protect pedestrians at crosswalks.
- ix. Driving without a driver's license.
- x. Driving under the influence of alcohol or drugs.
- xi. Trespassing on the separated sidewalk or improper crossing.
- xii. Neglecting duties to protect passengers from falling out of vehicles.

(4) Civil Liability: A driver is liable for any deaths, personal injuries and all property damage resulting from an accident for which the driver is responsible. Entering into a private settlement agreement, however, is a mechanism for resolving the matter between the parties rather than relying upon the courts to do so. As explained above, civil liability is closely connected to criminal liability because a private settlement may also relieve the driver from criminal liability, except when there are aggravating circumstances as described in paragraph 9c(3)(b) above. Even when the driver is not relieved of criminal liability, a private settlement could still significantly reduce the criminal penalty. Sufficient insurance is essential for protection from both civil and criminal liability.

(5) Duty upon damaging unattended vehicle or other property. The driver of a vehicle that is involved in an accident will immediately stop and do the following:

(a) Locate and notify the operator or owner of the vehicle/property and give his/her name, address, and the registration number of the vehicle being driven. If the operator cannot be located, the driver will securely attach, in a conspicuous place in or on the vehicle or other property, a notice providing this information.

(b) Expeditiously notify the nearest U.S. law enforcement office. If the accident occurred off a U.S. military installation, the nearest ROK police authority will also be notified.

(6) Immediate notice of accident. When the driver of a vehicle is physically incapable of giving an immediate notice of an accident and there is a passenger in the vehicle, the passenger, if able to do so, will give notice.

(7) Registrants (sponsors) will notify their insurance company of any accident in which their vehicle is involved as soon as possible.

## **1-11. Insurance Requirements**

a. Every motor vehicle owner in Korea is required to have auto insurance. Documentation of insurance, in the amount specified below, is required and the owner must maintain insurance for the period he or she owns the vehicle. Following are minimum insurance requirements:

(1) Personal injury: ₩120,000,000 to cover liability resulting from bodily injury or death of any one person.

(2) Property damage; ~~W~~10,000,000 property damage liability per accident.

b. Insurance coverage can be obtained from either a ROK company or a U.S.-based company. However, the company must extend coverage to vehicles operated in the ROK and be represented in the ROK by an agent accredited by the ROK Government. Policies must be written to provide coverage against liability incurred by any authorized driver of the insured vehicle.

c. Documentation of insurance, in the amount specified above, is required to register your vehicle. The owner is required to maintain valid insurance as long as he/she owns the vehicle.

d. SOFA POV operators must obtain liability insurance in an amount not less than the minimum coverage in ROK law. Persons who fail to maintain minimum liability insurance may be punished by license suspension or other administrative and/or criminal sanctions.

e. The level of coverage is subject to change IAW ROK law. Minimum coverage WILL ALWAYS be IAW ROK law.

## **1-12. Traffic Point System**

a. The Traffic Point System (USFK Regulation 190-1, para 4-10) is designed to penalize erratic drivers (including Family members) who possess a USFK Motor Vehicle Operator's Permit or military license. The Traffic Point System may be applied for traffic violations occurring both on and off military installations. Licenses will be suspended for 180 days if 12 or more traffic points are assessed against a driver in a 12-month period or 18 traffic points are assessed in a 24-month period. The applicable Army or Air Force commander or supervisor will take action to suspend the license. Traffic points will be assessed against drivers who park POVs where prohibited.

b. Individuals whose driving privileges are suspended or revoked, to include the accumulation of 12 traffic points within 12 consecutive months or 18 traffic points within 24 consecutive months, will be notified in writing through official channels. Except for the mandatory minimum suspension or revocation periods, the determination of periods of suspension or revocation is the prerogative of the Chief, JUSMAG-K, USFK Area/Installation Commanders, or their designees. Any revocation based on traffic points must be no less than six months.

c. Points assessed against an individual will remain in effect for point accumulation for a consecutive 24-month period or until separation from the service or termination of employment. This does not include cases involving immediate reenlistment, change of component, military retirement, or continuation of SOFA registration as a civilian employee of the U.S. Armed Forces in the ROK. Extensions of tours by civilian and service members do not constitute separation from the service or termination of employment. The table below lists some of the key traffic violations and the points assessed on U.S. military installations. NOTE: Refer to USFK Regulation 190-1, Traffic Supervision, for the most current violations and point assessment list. (Table 1-1).

**Table 1-1**  
**Violation Points**

| <b>Violation</b>   | <b>Points Assessed</b> |
|--|------------------------|
| Reckless driving (willful and wanton disregard for the safety of persons or property).   | 6                      |
| Fleeing the scene (hit and run)–property damage only.  | 6                      |
| Speed contests.  | 6                      |
| Over 32 KPH / 20 MPH above posted speed limit.   | 6                      |
| Over 25 KPH / 15 MPH but not more than 32 KPH / 20 MPH above posted speed limit.   | 5                      |
| Over 16 KPH / 10 MPH but not more than 25 KPH / 15 MPH above posted speed limit.   | 4                      |
| Following too close.   | 4                      |
| Failure to yield right-of-way to emergency vehicle.  | 4                      |
| Failure to stop for school bus or school–crossing signals.   | 4                      |
| Failure to obey traffic signals or traffic instructions of an enforcement officer or traffic warden; or any official regulatory traffic sign or device requiring a full stop or yield of right-of-way; denying entry; or requiring direction of traffic. | 4                      |
| Improper passing.  | 4                      |
| Failure to yield (no official sign involved).  | 4                      |
| One KPH to 16 KPH / 10 MPH over posted speed limit.  | 3                      |
| Improper turning movements (no official sign involved).  | 3                      |
| Wearing of headphones/earphones while driving motor vehicles (two or more wheels).   | 3                      |
| Failure to wear an approved helmet and/or reflectorized vest while operating or riding on a motorcycle, or a three or four–wheel vehicle powered by a motorcycle–like engine.  | 3                      |
| Improper overtaking.   | 3                      |
| Using a non-hands free personal electronic device (PED) while driving.   | 3                      |
| Other moving violations (involving driver behavior only).  | 3                      |
| Operating an unsafe vehicle.   | 2                      |
| Speed too fast for conditions.   | 2                      |
| Speed too slow for traffic conditions, and/or impeding the flow of traffic, causing potential safety hazard.   | 2                      |
| Failure of operator or occupants to use available restraint system devices while moving (operator assessed points).  | 2                      |
| Failure to properly restrain children in a child restraint system while moving (when child is 4 years of age or younger or the weight of child does not exceed 21 kilograms / 45 pounds).  | 2                      |
| Driver involved in accident is deemed responsible (only added to points assessed for specific offenses).   | 1                      |

## 1-13. Drugs and Alcohol

a. One of the primary causes of fatal traffic accidents is alcohol. Apprehension by the Korean police can result in loss of driving privileges, fines, and possibly imprisonment, depending on the seriousness of the offense and the level of impairment. In Korea, drunk driving is a felony punishable with imprisonment of up to 5 years and a ₩20 million fine.

b. Implied-consent provisions are as follows:

(1) By applying for, receiving and signing for a USFK Motor Vehicle Operator's Permit and operating a POV, USFK licensed drivers are deemed to have given their consent to chemical tests for alcohol or other drug content of the blood, breath, or urine by U.S. or local authorities. The tests may be administered when drivers are lawfully stopped, apprehended, or cited for any offense allegedly committed while driving or in physical control of a motor vehicle while under the influence of intoxicants.

(2) If civil authorities administer a chemical test, the U.S. Forces also may administer a test. If multiple tests are made, the results of the test made closest to the time of the incident normally will be used to determine administrative action, unless the alcohol or drug content of the blood is rising because of the person's consumption before apprehension. In these cases, the test that shows the highest content will be used.

(3) Administration of tests for alcohol or other drug content of the driver's blood, breath, and urine may be delayed following a POV accident or offense. When a test is administered, regardless of the delay, the results can be used against the driver to suspend or revoke the driver's Motor Vehicle Operator's Permit. For this reason, the driver should not drink alcohol for at least 6 hours after an accident. This precaution will protect the driver from a possible charge of driving while intoxicated.

(4) Drivers who refuse to submit to or complete chemical tests will have their Motor Vehicle Operator's Permit revoked indefinitely. This administrative action has no effect on procedures to be followed under the UCMJ or other criminal proceedings. Paragraph 14 below provides information about suspensions and revocations for incidents involving the use of intoxicants or controlled substances.

c. Korean police authorities may forcibly administer chemical tests according to their laws.

d. Criteria for Drunk Driving. Driving while under the influence of drugs or alcohol is prohibited. As of 25 June 2019, it is illegal to drive with a blood alcohol content (BAC) of 0.03% or more of alcohol per 1ml of blood. How many drinks are equal to a BAC of 0.03%? Depending on your physiology, it could take as few as one drink of Soju or a glass of beer.

e. Why is Drunk Driving Dangerous?

(1) Because alcohol significantly impairs the driver's attention and motor functions and increases the risk of traffic accidents in direct proportion to the amount taken. In Korea, half of all hit-and-run accidents are caused by drunk drivers.



(2) USFK Regulation 190-1 outlines the administrative punishments that may be taken by USFK officials. If you are apprehended for drunk driving by the local authorities, you may also face penalties under Korean Law.

#### **f. DUI Checkpoints**

(1) In Korea, driving with a blood alcohol content (BAC) of 0.03% or higher constitutes drunk driving. Depending on your physiology, it could take as few as one drink of Soju or a glass of beer for an adult to attain a BAC of 0.03%. The criminal punishment for drunk driving is imprisonment for not more than 5 years or a (criminal) fine not exceeding ₩20 million. At the same time, the offender's driver's license will either be revoked or suspended for a period of time.



(2) Korean courts view breathalyzer test results as definitive unless the driver, with justifiable reason, had asked for further tests (i.e., blood tests) within a reasonable period of time. A blood test may be conducted with consent when a driver refuses to accept the results of the breathalyzer test. Blood test results normally prevail over breathalyzer test results.

(3) Korean drunk driving laws still apply when driving in areas not defined as “road” under the Korean Road Traffic Act. These areas include parking lots, school grounds, and even areas within apartment compounds that are separated by vehicle entry points.

(4) In discussing drunk driving, the crime of “Failure to Comply with Sobriety Test” should also be mentioned. Although they often go hand in hand, the two are separate crimes. For instance, even if a driver is later found to have a BAC below 0.03%, that driver can still be punished for ‘Failure to Comply with Sobriety Test’ if he/she had initially refused to take a breathalyzer test without ‘justifiable reason’. A driver who refuses to take a breathalyzer test without ‘justifiable reason’ may be arrested without a warrant.

#### **1-14. License Suspension and Revocation**

a. The Commander, USFK (or Designee), may, for cause, administratively suspend or revoke the privilege of owning or operating a POV. The Commander, USFK, has delegated Suspension and Revocation Authority to the Chief, JUSMAG-K, and USFK Area/Installation Commanders. This may be further delegated to the deputy commander or equivalent (O-5 and above), but no lower. Additional information on license suspension, revocation, and the administrative hearing and appeal process is outlined in USFK Regulation 190-1, Chapter 4.

##### **b. Suspension.**

(1) Driving privileges may be suspended whenever an individual consistently violates installation traffic regulations, as determined by the revocation authority. Suspensions will apply to individuals when other measures such as counseling, remedial driver training, and rehabilitation programs fail to improve driver performance. Suspension may also be used as a temporary measure pending resolution of a revocation hearing. Suspensions, other than as a temporary measure pending the resolution of a revocation hearing, will not exceed a period of six (6) months.

Suspensions will terminate at the end of the specified period and the driving privileges will automatically be reinstated.

(2) For drunken driving or driving under the influence offenses, the suspension and revocation authority will establish procedures and designate an individual or individuals to immediately suspend the driving privileges of suspected subjects pending the resolution of the allegation. The driving privileges of any USFK vehicle operator will be immediately suspended when:

(a) The operator is involved in drunken driving or impaired driving offenses on/off post or incidents where the USFK vehicle operator is in physical control of a motor vehicle when their blood alcohol content (BAC) is 0.03 percent is greater than by volume.

(b) Reliable evidence is collected at the time of the alleged offense. This includes, but is not limited to: witness statements, military or ROK law enforcement police reports of apprehension, chemical test results if completed, refusal to consent to complete chemical testing, videotapes, statements by the apprehended individual, field sobriety, and/or preliminary breath test results.

(3) The revocation authority will immediately suspend the driving privileges of an individual who commits a serious driving offense (defined as an offense assessed more than 3 points under AR 190-5/OPNAV 11200.5D/AFI 31-218(I)/MCO 5110.1D/DLAR 5720.1) while awaiting adjudication or administrative due process for commission of another driving offense and the gravity of the alleged offenses, together with the individual's previous record, causes serious concern for the safety of others.

c. Revocation.

(1) The revocation of driving privileges is a severe administrative measure to be imposed for serious moving violations or when other available corrective actions fail to produce the desired improvement. Revocation of driving privileges will be imposed for a specific period of time, but never less than six (6) months.

(2) The revocation authority will revoke driving privileges for a mandatory period of one (1) year when -

(a) The revocation authority determines the person was lawfully apprehended for drunk driving and refused to submit to or complete a test to determine blood alcohol content;

(b) The revocation authority determines that there has been a conviction, non-judicial punishment, or an administrative determination that a drunken driving offense was committed. Official documentation of the conviction is required as the basis for the revocation; or,

(c) The revocation authority determines that the owner of the vehicle willfully or negligently fails to maintain the minimum liability insurance required by this regulation.

(3) The revocation authority will revoke driving privileges for those persons apprehended when driving while under suspension or revocation for a period of five (5) years. In addition, separate action may also be initiated on the basis of any applicable traffic violations, which were also committed.

(4) The revocation authority will immediately revoke the driving privileges of an individual who, based on medical certification, is incompetent to operate a motor vehicle for reasons of physical or mental impairment. Incompetence will be determined by a physician.

(5) The revocation authority may revoke driving privileges when an individual is apprehended while driving and has failed to comply with any of the conditions requisite for the granting of the privilege.

(6) While under revocation, individuals may not be permitted to obtain or use a government motor vehicle operator's permit. Refer to USFK Regulation 190-1 for exceptions to this policy.

(7) The period of revocation will be computed from the date the original suspension was imposed, excluding any period of time when full driving privileges were restored pending the resolution of the charges. For example, driving privileges were initially suspended on 1 January 2020 for an offense of drunk driving off post with a BAC of .04 percent. A hearing was conducted on 1 February 2020 and privileges were reinstated pending resolution in the Korean courts. On 1 March 2020, the individual was convicted for drunk driving and his driving privileges were revoked. The mandatory 1-year revocation period would be computed from 1 January 2020 through 31 January 2020, and again from 1 March 2020 through 31 January 2021 for a period of 12 months.

## **Chapter 2**

### **Study Guide: General Guidelines for Motor Vehicle Operations**

#### **2-1. Speed Limits**

a. Speed limits established by the law must be observed. Often the speed limit is set by individual traffic signs. When these signs are used, the posted speed limits must be observed. The following outlines standard speed limits in Korea.

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**Table 2-1**  
**Speed Limits**

#### **Ordinary roads**

| <b>Types</b>              | <b>Speed Limits</b>     |
|---------------------------|-------------------------|
| <b>One lane</b>           | 60 KPH / 37 MPH or less |
| <b>Two and more lanes</b> | 80 KPH / 50 MPH or less |
| <b>School Zone</b>        | 30 KPH / 19 MPH or less |

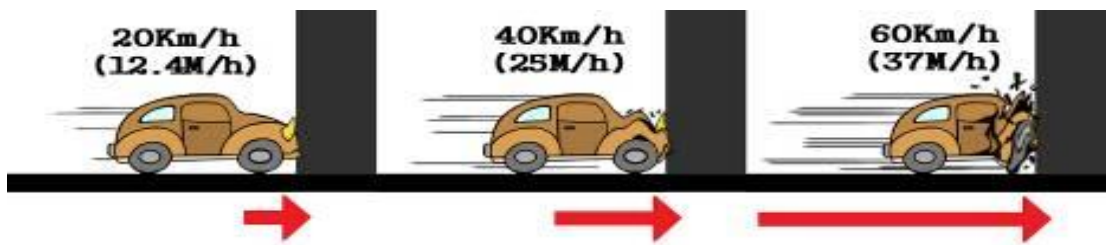
#### **Expressways**

| <b>Types</b>  | <b>Maximum Speed</b>  | <b>Minimum speed</b> |
|---|---|----------------------|
| <b>One-lane expressway (each direction)</b>           | 80 KPH / 50 MPH   | 40 KPH / 25 MPH      |
| <b>Two-lane expressway and wider (each direction)</b> | 100 KPH / 62 MPH<br>80 KPH / 50 MPH – (freight vehicles with over-1.5 ton cargo, special vehicles, hazardous material carriers, and construction equipment) | 50 KPH / 31 MPH      |

| Types  | Maximum Speed   | Minimum speed   |
|--|---|-----------------|
| <b>Jungbu routes (Route 35, 37) and Route 15</b> | 110 KPH / 68 MPH<br>90 KPH / 56 MPH – (freight vehicles with over-1.5 ton cargo, special vehicles, hazardous material carriers, and construction equipment) | 60 KPH / 37 MPH |

b. Why is speeding dangerous?

(1) **Greater impact.** While the difference in speed between 60 KPH and 100 KPH is only 40 KPH, the difference in impact between them is as different as a fall from the 5th floor and on from the 13th floor.



(2) **Longer stopping distances.** When you have spotted a danger it is impossible to stop immediately. Vehicles traveling at 60 KPH and 100 KPH take approximately 44m and 112m to stop, respectively.

(3) **Higher the risk of accidents.** The faster a vehicle is travelling, the higher the risk of accidents. This is because the driver's view is narrowed and his ability to react quickly is reduced.

(4) **Speed reduction during inclement weather.** Vehicle operator should reduce speed by 20 to 50 percent when driving in snow, fog, ice, or rain.

c. **Keeping a Safe Distance is important.** Each car traveling in the same direction must keep a safe distance from the vehicle in front. This is to ensure that you can avoid crashing into the car in front if it brakes suddenly. It is recommended that you maintain a safe distance of approximately 3 seconds between your vehicle and the vehicle in front of you when you drive at 50 KPH / 30 MPH, a 4 second distance at 80 KPH / 50 MPH, and more than a 5-second distance at any speed above that.



d. **Metric System.** The metric system is used in Korea. Speed limit or distance is shown in meters or kilometers rather than feet or miles. For a quick mental conversion, multiply kilometers by .6 for approximate miles, or multiply miles by 1.6 for approximate kilometers (e.g., 40 km x .6 = 24 miles, or 30 miles x 1.6 = 48 kilometers). The table below shows approximate equivalents of common measurements used in driving.

**Table 2-2**  
**Metric System**

| Approximate Equivalents of Common Measurements Used in Driving |        |       |            |
|--|--------|-------|------------|
| Feet   | Meters | Miles | Kilometers |
| 1  | 0.3048 | 1     | 1.6093     |
| 10   | 3      | 10    | 16         |
| 15   | 4.6    | 15    | 24         |
| 100  | 30     | 19    | 30         |
| 200  | 61     | 25    | 40         |
| 300  | 91     | 31    | 50         |
| 400  | 122    | 37    | 60         |
| 500  | 152    | 43    | 70         |
|  |        | 50    | 80         |
|  |        | 55    | 88         |
|  |        | 62    | 100        |
|  |        | 68    | 110        |

e. **Adjusting for Driving Conditions.** Certain road conditions and weather can effect a driver's ability to safely maintain posted speed limits. Drivers should reduce their speed and adjust to the driving conditions they are experiencing. Listed below are best practices when experiencing these road and weather conditions.

(1) **Curves.** Drivers must slow down well before entering a curve, maintain slower speed in the curve, and accelerate at the end of the curve. If you break down in a curve, make sure to place the warning triangle as far back from the beginning of the curve as possible so drivers have time to slow down before entering the curve.

(2) **Night Driving.**

(a) When driving at night, drivers must drive at speeds that will allow them to stop safely. Drivers must know the range of their vehicle's headlights.

(b) Headlights must be on low beam for oncoming traffic and when following another vehicle. Headlights should not be left on high beam to combat the high beams of oncoming traffic. Instead, lights may be blinked to make the oncoming driver aware that his or her high-beam headlights are on.

(c) Drivers must be especially alert at dawn and dusk and during bad weather. Low-beam headlights should be used during these times, not just to see, but to be seen by approaching vehicles. Under Korean law, drivers may not operate vehicles with only the parking lights on.

(3) **Fog and Smoke.** The weather in Korea may be foggy any time of the year. Fog greatly increase chances for accidents.

(a) Drivers should increase the distance between vehicles a use low-beam headlights when traveling in foggy conditions. Specially designed fog lights may also be used; however, you should never use high-beams when driving in the fog. If the fog becomes too thick, drivers should pull off to the right side of the road and wait until the fog lifts.

(b) Similar to fog, industrial smoke and dust may blow across roads and highways and reduce visibility. Use the same practices and precautions when driving under these conditions.

(4) **Rain.** In a heavy downpour, drivers should pull off the road and wait until the rain lets up. Sharp curves and uneven roads are particularly slippery when wet. The sign to the right indicates that the road is dangerous when wet. Drivers should also watch out for wet leaves; they can make the road slippery when stopping or making turns.



(5) **Snow and Ice.**

(a) Unexpected patches of thin ice are common on bridges, underpasses, and rural roads.

(b) Drivers who drive across unexpected icy patches should not make sudden changes in direction, speed, or braking. The power of the vehicle's engine, rather than the foot brake, should be used to slow the vehicle on icy or snow-packed roads. On downhill, slippery grades, drivers should use a low gear and avoid sudden accelerating or braking.



(6) **General speed reduction guidelines.**

(a) When the road surface is wet with rain or covered with snow under 20 mm deep (about  $\frac{3}{4}$  inch), reduce the maximum driving speed by 20%.

(b) When visibility is below 100m (about 328 feet) due to torrential rain, heavy snow, or fog, the road surface is frozen, or the road is covered with snow over 20 mm deep (about  $\frac{3}{4}$  inch), reduce the maximum driving speed by 50%.

(7) **Skidding.** To recover from a skid, drivers should steer in the direction the rear of the vehicle is skidding and pump the brakes lightly. To avoid skidding, drivers should drive slowly, avoid sudden acceleration or braking, and brake lightly to slow down or stop.

(8) **Mountain Roads.** Before driving in the mountains, drivers should check the brakes. Normally, traffic signs showing the degree of downgrade are posted. Drivers should shift to a low gear before driving downhill. Drivers should use the emergency brake as an additional means of stopping.

(9) **Landslides and mudslides.** In mountainous areas, landslides and mudslides are an ever-present hazard, especially during the spring thaw and after long periods of rainfall. Signs are posted to warn drivers where landslides have occurred or are expected.

## 2-2. Right-Of-Way

Right-of-way laws define who has the right-of-way. First and foremost, it is important to remember that you should NEVER INSIST ON TAKING THE RIGHT-OF-WAY. Because all drivers have a moral and legal responsibility to avoid a collision, you should wait until it is yielded to you. Courtesy



and cooperation among drivers helps prevent accidents and makes driving more pleasant. Follow these general guidelines on Right-of-Way.

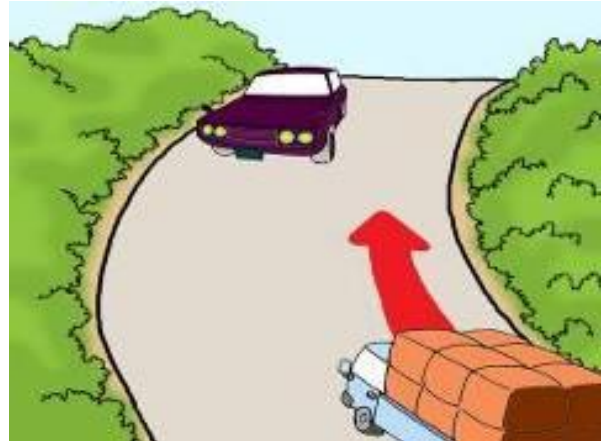
a. **Yield the right-of-way to faster moving vehicles.** Regardless of the speed at which you are traveling, you must not obstruct another driver from passing. When driving on a roadway wide enough for more than one line of vehicles in your direction of travel, you must move out of the left hand lane when another vehicle is close behind you and trying to pass. Vehicles which must move at slower speeds must travel in the lane farthest to the right or in a lane marked for them by signs.

b. **Road conditions.** Right-of-way is defined by road condition.

(1) Yield to vehicles entering from a wider road (e.g. primary or secondary road).

(2) On a narrow inclined road, the descending vehicle has right-of-way. Ascending vehicle must pull over to the right.

(3) On a narrow road, a vehicle with passengers or cargo has the right-of-way. Unloaded vehicle must pull over the right.



c. **Emergency vehicles.** Emergency vehicles (ambulances, police cars, fire trucks, and other vehicles identifiable by their flashing blue or red lights and multi-tone warning signals) have special right-of-way privileges. When an authorized emergency vehicle approaches, with a siren or a flashing light on post, or siren and flashing light off post, all traffic is required to yield the right-of-way by moving as far to the right or far left side of the road as possible (depends upon your location) and stopping until the emergency vehicle has passed. However, ensure you do not stop in the intersection. Remember it is normal in off post traffic for On-Duty Emergency vehicles to travel with their emergency lights on.

d. **Intersections and road junctions.** When traffic signs are absent and none of the above conditions exists, vehicles coming from the right have the right-of-way at intersections, road junctions, and traffic circles. This rule applies to motor vehicles, bicycles, and Personal Transportation Devices (PTDs) (see Chapter 5 for more details). At intersections without STOP or YIELD signs or traffic signals:

- (1) Yield to vehicles that first entered the intersection
- (2) Yield to vehicles entering from the road on the right side.
- (3) If two drivers reach an intersection from different streets at the same time, the driver of the vehicle on the left must give the right-of-way to the vehicle on the right.
- (4) Vehicles turning left should yield to vehicles driving straight or turning right.
- (5) Vehicles going straight or turning right should yield to vehicles already turning left.
- (6) Yield to vehicles coming from the side not installed with a stop or yield sign.
- (7) When you see a vehicle crossing or beginning to cross the road you are driving on, slow down, prepare to stop, and let it go ahead.

e. **Traffic circles.** In Korea, traffic circle right-of-way laws are similar to those in the U.S. and Europe. Basic right-of-way rules apply, meaning that vehicles already in the intersection have the right of way. Drivers entering the traffic circle must yield to those in the traffic circle.

## 2-3. Traffic Lanes

a. Drivers must operate vehicles on the right side of the roadway except:

- (1) When passing another vehicle proceeding in the same direction.
- (2) When an obstruction exists that makes it necessary to drive on the left side of the roadway. Under these conditions, the driver must yield the right-of-way to all vehicles traveling in the proper direction.

b. On all roadways in the ROK designated as expressways, vehicles will be driven in the right-hand lane when available for traffic or as close as practicable to the right-hand curb or edge of the roadway except when passing another vehicle proceeding in the same direction.

c. Korean traffic laws define a traffic lane as that part of the road required for unobstructed vehicle traffic. When traffic lanes are marked, drivers must stay in the lane for the type of vehicle permitted. The table below outlines lane utilization requirements for all roads in Korea. (Figure 2-4. Traffic Lane Utilization)

**Table 2-3**  
**Traffic Lane Utilization**

| Number of Lanes in Direction of Travel | Lane | Types of vehicles  |
|--|------|--|
| 4                                      | 1st  | Passenger cars and small/medium passenger buses  |
|  | 2nd  |  |
|  | 3rd  | Large passenger buses and trucks with a capacity of 1.5 tons and greater   |
|  | 4th  | Special vehicles, two-wheeled vehicles, bicycles, wagons, construction equipment (except for dump trucks and concrete mixer trucks)              |
| 3                                      | 1st  | Passenger cars and small/medium passenger buses  |
|  | 2nd  | Large passenger buses and trucks with capacity of 1.5 tons and greater   |
|  | 3rd  | Special vehicles, two-wheeled vehicles, bicycles, wagons, construction equipment (except for dump trucks and concrete mixer trucks)              |
| 2                                      | 1st  | Passenger cars and small/medium passenger buses  |
|  | 2nd  | Large passenger cars, freight vehicles with over-1.5 ton cargo, special vehicles, two-wheeled vehicles, bicycles, wagons, construction equipment |



d. Changing Lanes.

(1) Drivers must use directional signal at least 30 meters / 98 feet prior to turning (100 meters / 328 feet on the expressway).

(2) Drivers must not change directions where prohibited by traffic signs.

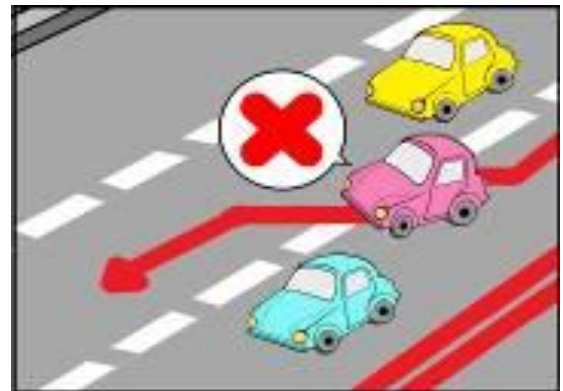
(3) Changing lanes is prohibited when:

- (a) There is insufficient distance to do so safely.
- (b) Within 70 meters / 230 feet from the stop line at an intersection.
- (c) Inside of tunnels
- (d) On bridges

(4) Drivers have the responsibility to operate safely within the lane of traffic in which they are traveling. Certain types of improper lane usage are not permitted and may result in a traffic violation. Examples of improper driving involving use of lanes are:

- (a) Straddling the lane divider line.
- (b) Zigzagging over the lane divider.
- (c) Changing lanes suddenly.
- (d) Squeeze play.
- (e) Crossing multiple lanes.

(f) Changing lanes where prohibited. White dotted or solid are lane dividers. **A vehicle may not cross a solid lane divider to change lanes.**



e. **Passing**

(1) Passing vehicles is one of the most dangerous maneuvers in driving. If overtaking another vehicle, you may need more time and distance than you think.

(2) On roads with only one lane in each direction, it is sometimes necessary to cross the centerline, which brings with it the risk of colliding head on with any oncoming traffic. There is also an increased risk of touching or colliding with a vehicle while you are passing or when returning to your original lane. To minimize the possibility of this occurring, vehicles must go as far right as possible when being passed, especially when there is oncoming traffic, at upgrades, on curves, or when the visibility is low. The following rules govern the passing of vehicles proceeding in the same direction:

(a) The driver of a vehicle passing another vehicle proceeding in the same direction will pass in the left lane at a safe distance and will not return to the right lane of the roadway until clear of the overtaken vehicle.

(b) Except when passing on the right is permitted, the driver of an overtaken vehicle must give way to the right in favor of the passing vehicle and will not increase the speed of his vehicle until completely passed.

(3) Passing on the right is permitted only under the following conditions:

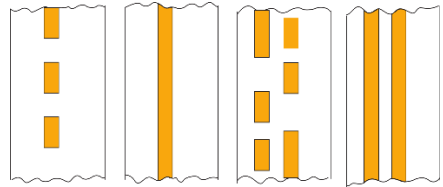
(a) When the vehicle being passed is making or about to make a left turn.

(b) On a street or highway with unobstructed pavement, not occupied by parked vehicles and sufficiently wide enough for two or more lines of moving vehicles to travel in each direction.

(c) On a one-way street or any roadway where traffic is restricted to one direction of movement and the roadway is free from obstructions and sufficiently wide enough for two or more lines of moving vehicles.

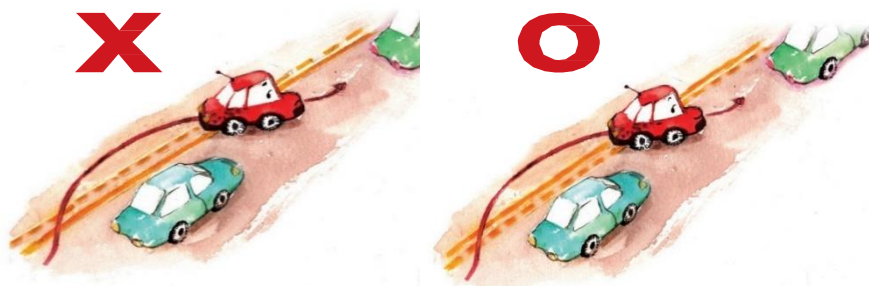
(d) Only under conditions safely permitting such movement. Driving off the pavement or main traveled portion of the roadway to pass another vehicle is prohibited.

(4) Yellow dotted or solid lines are centerlines. Vehicles may not cross solid yellow lines. Where solid yellow and dotted yellow lines are shown together, a vehicle on the dotted side of lines may cross the lines to pass. White dotted or solid lines are lane dividers. A vehicle may not cross a solid white lane divider to change lanes. Passing is permitted:



(a) When there is a broken yellow centerline. This line may be crossed to turn left or to pass when other traffic is not endangered.

(b) When the driver's lane has a broken yellow line next to a solid yellow centerline.



(c) When there is a broken white lane divider line. This line may be crossed to turn left or to pass when other traffic is not endangered.

(5) Passing is not permitted:

(a) In a tunnel, at an intersection, on a bridge, or on a winding road.

(b) On a downhill or uphill slope.

(c) At a place where overtaking is prohibited (by lane markings or traffic signs).

(d) When a vehicle in front of you is traveling with another vehicle on its left side.

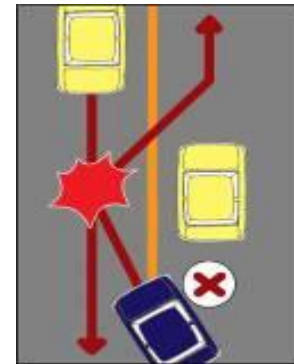
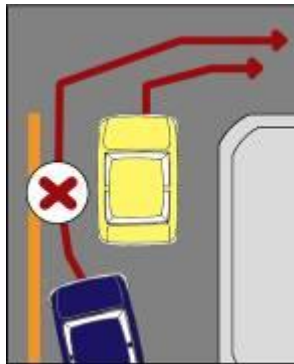
(e) When a vehicle in front of you is overtaking or attempting to overtake another vehicle.

(f) When a vehicle behind you is overtaking you.

(g) When you may obstruct the progress of cars coming toward you.

(h) When a vehicle in front of you is following the orders of a police officer, or is driving slowly or that stops to avoid danger.

(i) When there is a stopped school bus with flashing lights and children onboard.



(6) Driving faster than the posted speed limit while passing is not allowed.

(7) When passing another vehicle, drivers must:

(a) Make sure that passing is permitted.

(b) Check for other vehicles both ahead and behind.

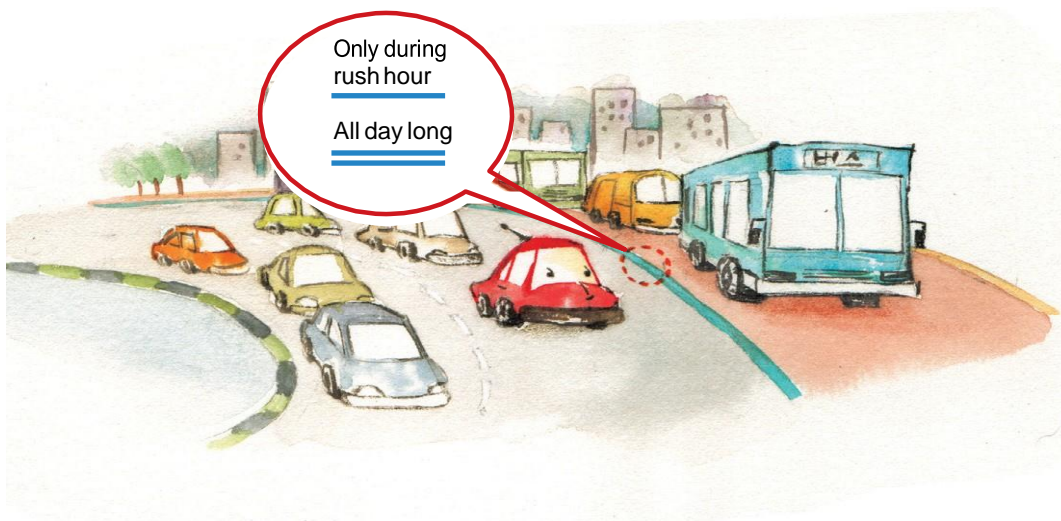
(c) Use turn signals before pulling out.

(d) Driver must pass to the left of a vehicle traveling in the same direction. Safe passing must be accomplished after insuring adequate clearance and the speed of vehicles in front of, to the rear of, and on-coming traffic.

(e) Return to the right lane as soon as possible without impeding the vehicle being passed.

## 2-4. Bus-only Lanes

### a. Bus-only lanes on Ordinary Roads.



(1) Bus-only lanes (in cities) have been established to improve traffic flow. Bus-only lanes may be in the middle of the road or in curb-side lanes. Bus-only lanes are marked with single or double blue lines on roads that have at least 6 lanes. Dotted and solid blue lines are used to indicate whether entering and exiting bus-only lanes are allowed. All vehicles are prohibited from crossing a solid blue line. Vehicles permitted to use a bus-only lane may cross a dotted blue line. A single line indicates that a bus-only lane is in effect only during rush hour, whereas double blue lines indicate that the lane is in effect at all times. Supplemental signs normally indicate times when only buses are authorized travel in bus-only lanes. Because times bus-only lanes are in effect frequently change, drivers should assume the bus-only lane is in effect unless otherwise indicated. For bus-only lanes on the curb-side lane of the road, the bus-only lane will have a broken or dashed lines at intersections for the sole purpose of allowing vehicles other than buses to enter and make a right turn.

(2) In a number of cities in Korea, there are roadways with median (center) bus-only lanes marked in red around the bus stop areas. These markings designate that these lanes are to be used only by buses 24 hours a day. Do not use these lanes for any reason. Drivers can only make left turns or U-turns at intersections where posted signs allow the turn. Caution should be exercised around bus-only lanes, as the buses may be traveling at a higher rate of speed than normal city traffic.



**b. Bus-only Lane on Expressways.** Bus-only lanes on the Gyeongbu expressway (Highway #1) have been designated to be used only by buses and 9-passenger vans having at least 6 passengers. Bus-only lanes are marked by a blue line. Drivers should consider bus-only lanes on expressways to be active at all times unless otherwise posted.



Intersections tend to be dangerous because pedestrians and vehicles frequently cross each other, and drivers' situational awareness may be limited. Drivers may also be prone to distraction as they try to pay attention to all that is occurring at the intersection. Because of this, some 20% of all traffic accidents take place at or around an intersection. Despite the importance of strict signal observation and cautious crossing, many vehicles often hastily cross without carefully looking around, increasing the odds of traffic accidents. Follow these general guidelines when approaching an intersection.



- a. When approaching an intersection with directional arrows painted on the pavement, the driver will enter the appropriate lane and follow the direction of the arrow.
- b. Understand the meanings of road signs as they facilitate traffic flow and prevent accidents.
- c. Do not enter an intersection when traffic is stopped or backed up, even when the light is green, as you may obstruct traffic.
- d. When there is a car indicating a right or left turn with their hand, indicator, or light, you must not obstruct their progress.
- e. Even at a green light, think safety first and consider the possibility that a car or pedestrian may suddenly rush into the street ignoring the traffic signals.
- f. A yellow light just after the green light is not an extension of the green light but the start of the red light. If you can safely stop before the intersection, stop before or at the stop line or crosswalk. If you have already entered the intersection, move swiftly through the intersection.

- g. When approaching an intersection where signals are installed, use the lane that gives a good view of them. If you are behind a large vehicle that blocks your view, keep sufficient distance from it to enable a clear view of the traffic signal.

- h. Vehicles turning or going straight must move safely to the appropriate lane at least 70 meters / 230 feet prior to the white line at the intersection.



i. To turn right, drivers shall reduce their speed, get close to the right side of the road, and turn right. The driver shall stop as indicated by the signal and watch for passing bicycles or pedestrians.

j. Vehicles turning left must do so from the left hand edge of the lane closest to the centerline and from the center point of the intersection.

k. Unprotected left turns.

(1) An unprotected left turn (turning when you do not have a green arrow) is allowed **only** where the sign shown to the right is installed.

(2) An unprotected left turn is allowed when your signal is green and when there is sufficient clearance between you and the opposing traffic.



l. U-turns are legal within city limits when **all** of the following apply:

(1) There is no sign that prohibits U-turns.

(2) The lane being crossed has a broken line (not a solid line).

(3) The road is clear and there is enough time to make the turn without endangering other vehicles.

(4) U-turns are never permitted on:

(a) Expressways.

(b) Multilane highways.

(c) Roads outside city limits except where the center line is broken and traffic is clear so that the turn can be made without endangering other vehicles.

## 2-6. Protection of Pedestrians and School Zones

a. **Protection of Pedestrians.** One of the common features of traffic accidents in Korea is the ratio of accidents involving both pedestrians and cars. Recent analyses of traffic accidents show that the majority of accidents involving pedestrians occur while crossing the street, even at pedestrian crossings where pedestrians should be protected.

(1) Korea law stipulates the road belongs to pedestrians, not vehicles. To increase pedestrian safety, consider the following behaviors:

(a) Pedestrians often act without considering the possibility that drivers may not be able to see them.

(b) Pedestrians tend to believe that drivers will always slow down or change course for them.

(c) Pedestrians are likely to jaywalk when traffic is perceived to be light.

(d) Pedestrians sometimes attempt to cross despite on-coming traffic, misjudging the speed of a vehicle coming from a distance.

(e) Pedestrians often fail to consider the stopping distance required by moving vehicles.

(2) Drivers must approach pedestrian crosswalks carefully and be prepared to slow down and stop if necessary. Crosswalks are marked by white lines (zebra stripes) on the road and indicated by sign. The following rules apply:

(a) Although road space is shared by both pedestrians and vehicles, the laws give priority to pedestrians. Pedestrians on or waiting to use a crosswalk have the right-of-way. At divided crosswalks, drivers must stop for pedestrians on their side of the road.



(b) Drivers must stop and wait behind the crosswalk or stop line, if marked and neither obstruct nor endanger pedestrians (including cyclists who get off the bikes to push them across the road they are crossing).

(c) Do not obstruct the crossing of pedestrians. Even when you are proceeding in accordance with traffic signals, do not impede pedestrians walking on the crosswalk.

(d) Keep a safe distance from pedestrians and proceed slowly when driving along narrow roads that do not have a sidewalk. If you come across a pedestrian crossing a road that does not have a pedestrian crossing, wait at a safe distance from their crossing.

b. **Protection of children and the blind.** When an unaccompanied child or a blind person with a white cane is walking on the road, the vehicle must come to a complete stop and wait for the individuals to cross.



c. **Protection of pedestrians at crosswalks.** When a pedestrian is in a crosswalk, vehicles must stop completely. It is also a good practice to slow down and prepare to stop when approaching a stopped or parked vehicle near a crosswalk. Pedestrians may step out in front of the stopped or parked vehicle.

d. **School Zones.** Children take complete priority in school zones. The speed limit will be 30 KPH / 19 MPH or less and no stopping or parking is allowed in school zones due to the possibility that children may run into the road at any time.

e. **Splashing.** When driving in wet areas, drivers must not splash mud or water on pedestrians.

f. **Additional Requirements on U.S. Installations:**



(1) Do not pass or overtake a school bus or shuttle bus stopped on the traveled portion of the highway to receive or deliver passengers, as indicated by flashing lights or direct observation. Vehicles traveling in either direction of a stopped school bus/shuttle bus must stop. *NOTE:* Vehicles are not required to stop for school busses and shuttle buses at bus stops where separate lanes exist specifically for loading and unloading of passengers.

(2) Every vehicle driver will yield the right-of-way to marching units. Drivers may proceed around marching units with extreme caution at a speed not to exceed 16 KPH / 10 MPH. Drivers will be prepared to execute a prompt stop if any person should move into the path of any vehicle. Drivers will begin the 16 KPH / 10 MPH limit at a distance 50 meters / 165 feet from unit formations and maintain the speed limit for a distance of 50 meters / 165 feet past the formation. This speed limit applies regardless of the direction in which the formation is encountered.



## 2-7. Driving on the Expressway

Because driving speeds on expressways are much higher than on ordinary roads, the fatality rate is considerably higher when an accident occurs. Reports show that most major traffic accidents on the expressway are due to driver error, with the majority of accidents on expressways being caused by tiredness or speeding.

### a. Drivers Responsibilities on the Expressway

- (1) Drivers will ensure their passengers wear installed seatbelts.
- (2) Warning devices (warning triangular or traffic flares) must be carried at all times including expressway traveling. (Exception: Vehicles carrying flammable or explosive materials will not use or carry flares.)
- (3) Observe the bus-only lane rules on expressways. The bus-only lane is reserved for buses and 9-passenger vans with minimum 6 personnel on board.
- (4) Do not drive along the side or shoulder of the expressway and be aware of stalled and emergency vehicles in this area.
- (5) Slow down when going in and out of a tunnel because your vision needs to adjust to the change in lighting.
- (6) Maintain a safe distance between your car and any car in front of you. It is recommended that you maintain a safe distance of approximately 3 seconds between your vehicle and the vehicle in front of you when you drive at 50 KPH / 30 MPH, a 4 second distance at 80 KPH / 50 KPH, and more than a 5-second distance at any speed above that.





(7) When you are in need of help from a Korean, and you cannot communicate, use Appendix D of this pamphlet to point out the messages you wish to convey.

## **b. Compulsory Rules for Expressways.**

(1) Expressway Tollbooths. Like many toll roads in America, tollbooths on Korean expressways have an express lane used to pay highway tolls without having to stop and hand over cash. These lanes are located at expressway entrances and exits and require the use of a Korean Hi-Pass card and a Hi-Pass On-Board Unit. Unless equipped with a Korean Hi-Pass, use a lane not dedicated for Hi-Pass and pull a ticket from the machine. When you exit the expressway, again use a lane not dedicated for Hi-Pass, give your ticket to the tollbooth operator, and pay your toll. Cash is the only acceptable means of payment at tollbooths.



(2) No crossing. No vehicles are allowed to cross, effect a U-turn or reverse on the expressway except for emergency vehicles or road maintenance vehicles which are on duty.

(3) Drivers on the expressway must not

(a) Back up or make U-turns.

(b) No parking or stopping. You must not stop or park on the expressway except the following places or cases:

i. At locations whose boundary is marked for stopping or parking.

ii. In unavoidable circumstances such as breakdowns.

iii. At tollgates.

iv. When expressway maintenance personnel are working on or patrolling the expressway.

v. When a police emergency vehicle is being used for a criminal investigation or for traffic control.

(c) Drive in the left lane to prevent vehicles from passing.

(d) Tailgate and flash headlights in an effort to force other drivers to the right lane.

(e) Get out of POVs when stuck in a traffic jam.

## **c. Vehicle Breakdowns.** When a vehicle is disabled and unable to travel on the expressway

(1) Pull over at the edge on the right side of the road or exit the expressway.

(2) Turn on the hazard lights to signal that your vehicle is stopping because of a breakdown or other reasons.

(3) Set up a warning triangle on the road behind the vehicle. If it is during day, set it up at least 100m away from the vehicle. At night, the distance should be doubled and you should additionally place a red flashing light, electric lamp or other hazard lights next to the sign that can be identified from 500m away in all directions.

(4) Even with the vehicles hazard lights and a warning triangle, it may not give fast moving vehicles a chance to react to a disabled vehicle on the roadway. To reduce risks of being struck by other vehicular traffic, move off to the side of the roadway once the warning triangles have been emplaced. Remain clear of the roadway until emergency/support vehicles arrive. Wait behind traffic barriers if they are present.

#### **d. Expressway Safe Driving Tips.**

(1) **Look ahead.** The majority of expressway accidents occur when drivers fail to keep looking ahead. Drivers should look far enough ahead to safely react to any unexpected conditions.

(2) **Maintain safe distance.** Maintaining safe distance is a prerequisite for accident prevention. Safe distance varies depending on weather, road conditions, speed, etc.

(3) **Enter slowly, then accelerate.** Before you enter an expressway, signal your intention with the turn signal, gradually increase your speed in the acceleration lane, and pay attention to other vehicles. Enter when it is safe. Upon entering, accelerate in order to avoid slowing down other vehicles.

(4) **Do not speed or slow down at expressway entrances and exits.** Expressway accidents caused by speeding are likely to be severe. Keep in mind that speeding is the biggest threat to driving safety. Make sure that you adjust your speed accordingly at expressway entrances and exits.

(5) **Blowouts.** If you experience a blowout or your tire suddenly loses air while driving, do not brake immediately. It is extremely dangerous to brake immediately when your tire suddenly loses air at high speeds. When a tire suddenly loses air, the steering wheel tends to pull to one side. Firmly grip the steering wheel and release the gas pedal to gradually lose speed. Do this for about 100m and slowly stop on the side of the road.

(6) **Beware of crosswind when driving fast.** If you are driving at 100 KPH on the expressway, a crosswind blowing at 20m/sec would make your vehicle lean to the side by 1 to 1.5 meter (3 to 5 feet). It can even make some vehicles slide or rattle the back of vehicles. These conditions are most prominent on bridges.

(7) **When tired, rest in a safe place.** It is natural to get tired after driving in a cramped space for a long time. You should rest every two hours and also check your vehicle for safety.

(8) **When you exit an expressway.** Pay attention in advance to signs that show the direction of your destination and the exit, and change lanes at least 1km ahead of your planned exit. When approaching the exit, reduce your speed checking the speedometer, instead of relying on your senses. Once you enter a general road, carefully adjust your speed.

## Chapter 3

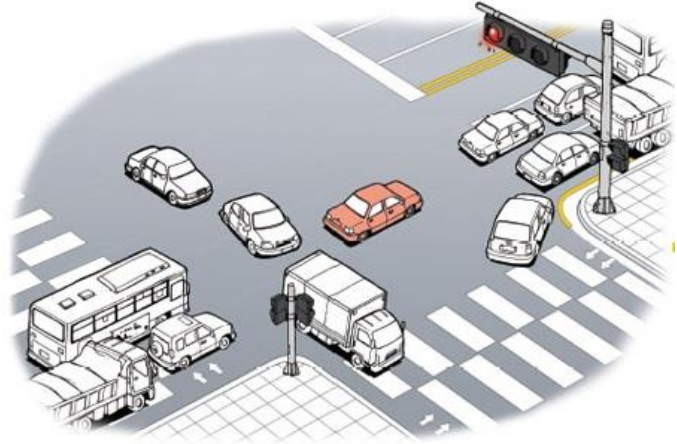
### Additional Requirements

#### 3-1. Additional Rules of the Road

**a. Traffic Safety Signs Signals and Markings.** Pedestrians and drivers of every kind of vehicle on the road must comply with traffic safety signs, signals, or instructions by law enforcement officials: Drivers must obey traffic signals and directions.

(1) Drivers must obey signal lights, traffic signs, and directions given by a traffic police officer or assistant traffic controller. When a police officer is directing traffic, drivers should follow the hand signals or the flashlight signal by the police officer even if they are contradictory to traffic signals. Manual control by the police takes priority.

(2) Crossing the white stop line painted across the lane of traffic when stopping for a red light is prohibited. Unless otherwise indicated, drivers may make a right turn when the light is red. Drivers must come to a complete stop and ensure the road is clear of traffic before making the turn.



(3) Do not enter a congested intersection if you are likely to impede other vehicles. This applies even when the traffic signal is green.

(4) This rule also applies when the light is yellow if the vehicle can be stopped without endangering traffic to the rear. A driver must never speed through a yellow light. Some intersections have cameras programmed to photograph vehicles caught in the intersection when the light turns red. When that happens, the driver can expect to be fined.

#### **b. Traffic signal lights and their meaning.**

##### **(1) Steady red indication.**

(a) Vehicles facing a steady red signal must stop at or before the stop line. If there is no stop line, vehicles must stop before entering the crosswalk on the near side of the intersection. If there is no crosswalk, vehicles must stop before entering the intersection and remain stopped until an indication to proceed is shown.

(b) After coming to a complete stop, vehicles may proceed with caution to make a right turn provided there is no oncoming traffic or pedestrian in the crosswalk. Stopped vehicular traffic facing a steady red signal never has the right-of-way when making a right turn.

(c) Vehicular traffic facing a steady red signal in combination with a green turn arrow may make the movement indicated by the arrow, but may not otherwise cross the intersection.

**(2) Flashing red indication (stop signal).** Drivers of vehicles must stop at the marked stop line. If there is no line, a stop must be made before entering the crosswalk on the near side of the intersection, or at the point nearest the intersecting roadway where the driver has a view of

approaching traffic on the intersecting roadway. The right to proceed is subject to the same rules applicable when making a stop at a stop sign.

**(3) Steady yellow indication.**

(a) A steady yellow signal warns that the related green movement is being terminated and a red indication will soon be indicated.

(b) A steady yellow signal, unless otherwise directed by a pedestrian control signal, means there is insufficient time to cross the roadway before a red indication is shown and no pedestrian may start to cross the roadway.

**(4) Flashing yellow (caution signal).** Drivers of vehicles may proceed through the intersection or past the signal while exercising due caution.

**(5) Green indication.** Vehicular traffic facing a steady green signal may proceed straight through or turn right unless prohibited by a sign or the traffic situation. A vehicle facing the green signal, supplemented by a green arrow may also proceed in the direction the green-lighted arrow indicates or as directed by official traffic control personnel.

**(6) Unprotected left turns.** Where there is an unprotected left turn sign, you may turn left as long as it does not obstruct other vehicles and the crosswalk is free of pedestrians. If your unprotected left turn interferes with the traffic, it is considered that you have violated the signal.



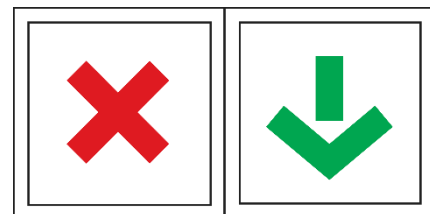
**(7) Green arrow signal.** Vehicular traffic facing a green arrow with no other indications, may only make the movement indicated by the arrow. Straight-through traffic is not permitted. Vehicular traffic will yield the right-of-way to pedestrians using the intersection.

**(8) Lane direction and control signals.** When lane direction control signals are placed over separate lanes of a street or highway, vehicular traffic may travel in any lane over which a green signal is lighted but will not enter or travel in any lane where a red X signal is displayed.

**(9) Reversible Lane Signals.** Within certain areas of major cities, the overhead X and downward arrow signal devices are used where the direction of heavy traffic volume changes during certain peak hours of the day. These signals override the lane marks/centerline on the pavement.

**(a) Red X Light** - Vehicles will not use the lane shown with red X signal.

**(b) Green Downward Arrow** - Vehicles may proceed in the lane shown with green arrow light.

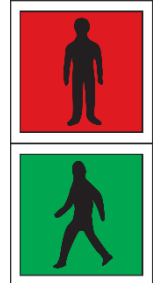


**(10) Flashing red (stop signal).** Drivers of vehicles must stop at the marked stop line. If there is no line, a stop must be made before entering the crosswalk on the near side of the intersection, or at the point nearest the intersecting roadway where the driver has a view of approaching traffic on the intersecting roadway. The right to proceed is subject to the rules applicable after making a stop at a stop sign.

**(11) Flashing yellow (caution signal).** Drivers of vehicles may proceed through the intersection while exercising due caution.

**(12) Pedestrian control signals.** Whenever a pedestrian control signal exhibits a red or green circular light, the signals indicate the following:

**(a) Don't Walk (Red).** Pedestrians may not start to cross the roadway in the direction of the signal, but a pedestrian who has partially completed crossing at the time of the red signal may proceed to a sidewalk or safety island while the red signal is showing.



**(b) Walk (Green).** Pedestrians facing a green signal may proceed across the roadway in the direction of the signal and drivers of all vehicles will give them the right-of-way.

#### **c. Stop and turn signals.**

(1) Any stop or turn signal, when required, must be given either by hand and arm signals or by electro-mechanical directional signals.

(2) When the steering column is located on the left side of the vehicle, hand and arm signals will be given from the left side of the vehicle as follows:

- (a) Left turn will be signaled by the hand and arm extended horizontally.
- (b) Right turn will be signaled by the hand and arm extended upward.
- (c) Stop or decrease speed will be signaled by the hand and arm extended downward.

(3) When the steering column is located on the right side of the vehicle, hand and arm signals will be given from the right side of the vehicle as follows:

- (a) Left turn will be signaled by the hand and arm extended upward.
- (b) Right turn will be signaled by the hand and arm extended horizontally.
- (c) Stop or decrease speed will be signaled by the hand and arm extended downward.

#### **d. Railroad Crossings**

(1) Railroad crossings are indicated by either or both of the traffic signs shown below. A flashing red light at a railroad crossing indicates that a train is coming and vehicles must stop. Vehicles may proceed when the flashing red light goes out.

(2) Crossing railway tracks is forbidden when:

- (a) A train is approaching
- (b) The expected approach of a train is indicated by a flashing light or other visible or audible signal

(c) Crossing-gates are closed or in motion



(d) An attendant waves a red-and-white flag

(3) Every railroad crossing must be approached with caution, especially unguarded crossings. Drivers should proceed carefully, listen for approaching trains, and look in both directions before crossing railroad tracks.

(4) Drivers must be especially alert when there are two or more tracks at railroad crossings. Although a train on one track has passed, another may be coming from either direction on another track.

(5) Drivers should not change gears when crossing tracks because this increases the chance of stalling. To avoid being stranded on the tracks, drivers should wait until the vehicle ahead has crossed and left enough room to clear the tracks.



#### **e. Stopping and Parking**

(1) Illegal parking significantly contributes to congestion and impedes traffic flow on and off military installations. All persons who have registered a vehicle are responsible for the proper use of that vehicle, including parking. Accordingly, any individual whose registered vehicle has accumulated more than two DD Form 1408 (Armed Forces Traffic Ticket) for parking violations during a 60-day period may have his/her driving privileges suspended for a period of up to six months at the discretion of the installation commander.

(2) Prohibited parking. Except when necessary to avoid conflict with other traffic, to comply with law, the direction of law enforcement personnel, or an official traffic control device, no person will park a vehicle:

- (a) On a sidewalk
- (b) In a crosswalk
- (c) In front of driveways
- (d) On a bridge or other elevated structure upon a roadway
- (e) Within a highway tunnel
- (f) On railroad or streetcar tracks
- (g) At any place narrow enough to make passing difficult, dangerous, or impossible
- (h) On a roadway or shoulder within 100 feet (30 meters) of the crest of a hill
- (i) Beside another vehicle parked parallel to the curb or on a roadway shoulder
- (j) Where official signs prohibit parking, where installation signs reserve parking, when the curbing is painted yellow, or when the roadway is marked with yellow or white lane markings
- (k) Within 20 feet (6 meters) of a fire hydrant, crosswalk, bus stop or intersection

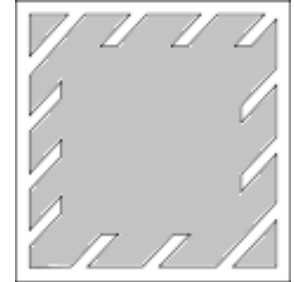


(l) Within 20 feet (6 meters) of a driveway to any fire station or similar emergency facility, on the side of the street opposite the entrance to any fire station or similar emergency facility, or within 75 feet (23 meters) of the entrance

(m) Within 30 feet (9 meters) of the approach to any flashing signal, stop sign, yield sign, or traffic control signal located at the side of the roadway

(n) On a grassed or seeded area on U.S. military installations unless directed by proper authority

(o) Stopping, parking, or leaving a vehicle attended or unattended where it is prohibited. The unobstructed width of the highway opposite a vehicle must be left for the free passage of other vehicles, and a clear view of the stopped vehicle must be available from a distance of 200 feet (60 meters) in each direction



(p) Stopping, standing, or parking is prohibited in all areas with lane markings as indicated in the image on the right

#### **f. Distracted Driving**

(1) Vehicle operators must pay strict attention while driving. As such, vehicle operators are prohibited from wearing headsets, headphones, or earbuds while operating a motor vehicle, bicycle, or PTD. Drivers should also not eat or smoke while operating a motor vehicle, bicycle, or PTD.

(2) Vehicle operators are restricted from using a Mobile Personal Electronic Device (MPED) on or off military installations such as a hand held mobile phones, iPhone, Blackberry, Personal Digital Assistant (PDA), or other similar devices for the specific purpose of sending or reading text or e-mail messages while operating a motor vehicle, bicycle, or PTD unless the vehicle is safely parked.

(3) Korean law prohibits the use of MPEDs when operating POVs, PTDs, or riding bicycles. Only "hands-free" MPEDs that allow the driver to keep his or her hands on the steering wheel and eyes on the road may be used. Earphone/earbud versions of hand free devices are prohibited. Failure to obey this law could result in fines, points assessed against the license, or both. Hand-held MPEDs may be used only if the POV, PTD, or bicycle is stationary and the motor is switched off.

(4) Vehicle operators are prohibited from watching entertainment media capable devices, such as, but not limited to, video players, while the vehicle is in motion. An entertainment media capable device is defined as a device displaying videos or video feed visible to the vehicle driver that may distract the driver from paying full attention while driving. This means that the use of in-car dash mounted or portable devices displaying anything other than a navigation mapping system is prohibited while the vehicle is in operation. This includes GPS devices mounted on the dashboard or in the dash that are also equipped with multi-media players where the driver can watch TV, video, DVD recordings, or other visual media other than a navigational map while the vehicle is in operation.

#### **3-2. Vehicle Equipment Requirements and Vehicle Safety Standards**

POVs that are registered as operational must meet the mechanical standards in Appendix F of USFK Regulation 190-1.

a. **Vehicle Safety Inspection Requirements.** All Private Motor Vehicles (POVs) will undergo a safety inspection

(1) All POVs will undergo a safety inspection before registration. Vehicle Emission Testing will be incorporated as a component of the Safety Inspection. POVs must undergo safety inspection and emission testing every two years. POVs Vehicles not complying with vehicle safety requirements will not be registered or issued a USFK Vehicle Registration Decal until necessary repairs are made.

(2) Before an initial registration, POVs must pass a safety inspection conducted within the last 30 days, at a USFK certified motor vehicle mechanical safety inspection facility or a Korean Transportation Safety Agency authorized inspection facility. POVs may be rejected during mechanical inspection for missing parts, excessive rust, unsightly markings, bent hoods, torn fenders, faulty body trimming, or altered U.S. Forces-issued license plates.

(3) Vehicle inspection facilities will inspect POVs IAW the vehicle standards outlined in Appendix F of USFK Regulation 190-1 and for general mechanical fitness and safety. Vehicles requiring repair will not be operated except to transport the vehicle to the repair facility and will be provided an inspection certificate stamped 'REJECTED'. This certificate will show any required repairs and that re-inspection must be done within 15 days. Inspection certificates will remain with the vehicle except to present it to the Vehicle Registration Office (VRO) for vehicle registration.

(4) The only exception to the safety inspection requirement is for vehicles less than two years old as determined by the manufacture date. The exception for these vehicles will be valid for two years from manufacture date.

b. **General Vehicle Safety Requirements.** Below is a list of general vehicle safety requirements. Refer to Appendix F or USFK Regulation 190-1 for a more comprehensive list of requirements

**(1) Horns and warning devices.**

(a) Motor vehicles operated on a highway must be equipped with a horn in good working order and capable of emitting a sound audible under normal conditions from a distance of not less than 200 feet (60 meters). However, no horn or other warning device may emit an unreasonably loud or harsh sound or a whistle to include playing musical notes or tunes. When necessary to ensure safe operation, the driver will give audible warning with the horn but will not otherwise use the horn when upon a highway.

(b) Vehicles will not be equipped with any siren, whistle, or bell except as permitted by this regulation.

(c) Theft alarms may be installed at the option and expense of the owner.

**(2) Lighting.**

(a) Every vehicle on a highway will have proper working lights illuminated from a half hour before sunset until a half hour after sunrise. Lights will be used at any other time when, due to insufficient light or unfavorable atmospheric conditions, persons and vehicles on the highway cannot be seen clearly at a distance of 1,000 feet (300 meters). On military installations, lights will also be used when rain, fog, or other atmospheric condition impairs visibility.



(b) Using only parking lights when driving is prohibited.

(c) Fog lights may be used only with low-beam headlights and when fog, heavy rain, heavy snow, or other atmospheric condition impairs visibility.

(d) High-beam headlights must be dimmed for oncoming vehicles and when approaching a vehicle from behind.

### **(3) Seatbelts and Child Restraints.**

(a) One of the most important reasons to use a seat belt is to prevent passengers from being thrown from the vehicle or from bumping against things during a collision or sudden braking. It takes only 0.05 to 0.1 seconds to bump against the wheel or front window during a collision. It is said that the speed you can cope with using your hands during a collision is about 7 KPH. If it is 20 KPH, its shock would be 6 to 15 times your weight. Most importantly, ensure that the snap button on the seat belt works properly. It should remain locked to protect passengers while driving, but it should still release the belt immediately when pushed when an accident occurs. If the button is not released, you are at risk of further dangers such as fire or from falling into a reservoir.

(b) When not using seat belt, even a slight collision causes the passenger to be thrown from the vehicle. Statistics from 4,783 casualties found outside their cars show that 1,002 were wearing seat belts and 3,678 or 76.8% were not. The head, the most critical part in body, is the most vulnerable. The percentage of those who hurt their head while wearing seat belts is 36.1%, while that of those not wearing one is 51.6%. The mortality rate increases 9 fold during an accident.

(c) Safety restraint usage.

i. All occupants of GOVs, POVs used for official business, or any vehicle operated on a Federal installation, will wear manufacturer-installed restraint systems.

ii. POVs, regardless of age, must have serviceable seatbelts installed for the driver and each forward-facing passenger. Korean law requires that seatbelts for all occupants be fastened while the vehicle is moving. Drivers are responsible for ensuring all passengers properly wear their safety restraints while the vehicle is in operation. Individuals will not ride in seats from which manufacturer-installed occupant restraint systems have been removed or rendered inoperative.

iii. Transport an infant/child under 4 years of age and/or under 45 pounds without being properly secured in an infant/child restraint device (car seat) is prohibited. If either requirement (age or weight) is not met, then the infant/child must be transported in a car seat.

### **(4) Emergency Equipment.**

(a) All vehicles operated on Korean roads or U.S. military installation must be equipped with a warning triangle or traffic flares. Failure to carry a warning triangle or traffic flares is grounds for withdrawing U.S. Forces registration privileges.

(b) Drivers are required to warn approaching traffic if their vehicle is stopped on any road by using flashing lights and place a warning triangle or traffic flare behind the broken-down vehicle at a distance to be noticed by vehicles behind from at least 500m away.

### 3-3. Miscellaneous Rules and Considerations

**a. General Miscellaneous Rules.** The following are general rules when operating a vehicle in Korea that you should be aware of.

- (1) Vehicle operators will ensure sufficient clearance prior to initiating vehicle movements.
- (2) Vehicle operators will maintain control of their vehicles at all times.
- (3) Vehicle operators will give attention to all situations that may adversely affect the safe operation of their vehicle.
- (4) Vehicles will not be backed unless the movement can be made safely and without interfering with other traffic. Vehicles will not be backed if the driver's view of the rear or sides is obstructed. If an obstruction exists, the assistance of a dismounted guide will be used.
- (5) No vehicles (to include motorcycles, motor scooters, and PTDs) shall be operated on a sidewalk.
- (6) No person will drive a vehicle when it is loaded with passengers to a degree that the driver's ability to control the driving mechanism is impaired. The driver and each passenger must be provided with and wear a seatbelt/personal restraint.
- (7) Vehicle doors will not be opened on the moving traffic side of the road unless it is reasonably safe to do so and can be done without interfering with the movement of other traffic. Vehicle doors will not be left open longer than necessary to load or unload passengers or cargo.
- (8) Drivers traveling through defiles, canyons, or on mountain highways will maintain the vehicle under control and as near the right-hand edge of the highway as reasonably possible. When approaching any curve where the view is obstructed for a distance of 200 feet (60 meters) along the highway, the operator will give audible warning with the horn.
- (9) Vehicles will not coast with the transmission in neutral or with the clutch disengaged.
- (10) No person will:
  - (a) Leave a child under the age of 10 in an unattended vehicle.
  - (b) Leave a pet in an unattended vehicle for an extended amount of time or during weather conditions that could lead to harm to the animal.
  - (c) Leave a vehicle unattended with the motor operating.

**b. Littering.** Littering on all highways is prohibited.

- (1) Material inadvertently dropped on the highway will be removed as expeditiously and safely as possible.
- (2) Residue left from traffic accidents will be removed from the highway as soon as possible.

c. **Passenger and Cargo Limitations.** The following limits apply when transporting passengers or cargo.

(1) Passenger limitation. The number of passengers will not exceed the designated seating capacity of the vehicle.

(2) Cargo limitation.

(a) Do not exceed manufacturer's recommended cargo weight for the vehicle.

(b) Contents of the cargo should not extend beyond one tenth of the vehicle's length.

(c) Width of cargo should not block or impair the rearview mirror.

(3) Warning signs for cargo that exceeds the length limit.

(a) Daylight. A red cloth, 30cm x 50cm or larger, must be affixed to the farthest protruding edge.

(b) Night time. A light or reflector must be fastened to the farthest protruding edge.

d. **Highway Condition Codes.** Highway conditions color codes are used to categorize risk associated with using roads in the local reporting area. They are regulatory in nature when driving a GOV. Although not required, it is highly recommended that drivers of POVs also adhere to the limitations defined by these highway condition codes. Highway conditions are color coded as follows:

(1) **Green** - road conditions are normal.

(2) **Amber** - only GOVs essential for official business will be allowed to exit the installation. Approval authority for government owned vehicle operations during amber road conditions is the Company / Detachment Commander, an officer with the rank of Captain (O-3) or above, a Warrant Officer in the grade of CW3 or above, or civilian supervisors in the grade of GS-10 or KGS-10 or above. Command bus service will continue to operate on schedule. POV operators should use caution when operating under amber road conditions. POV operators should consider delaying their travel plans where possible. **Amber Road Conditions** exist when:

(a) Anticipated high-density traffic causing 2-hour delay as measured by a normal 1-hour trip under Green conditions (Korean holidays, major events)

(b) Visibility diminished to 50 meters on roads due to weather (fog, heavy rain)

(c) Patch-ice accumulation over 10%-20% per kilometer of driving-surface

(d) 2" or less snow accumulation over 20%-30% per kilometer of driving-surface

(e) Installation Commander deems other appropriate factors exist to warrant additional caution

(3) **Red** - only essential and emergency missions are authorized to operate on or exit the installation. Essential and Emergency vehicles include Fire and Emergency Services vehicles,

Military Police vehicles, DPW emergency response vehicles and other vehicles specifically identified by the Installation Commander during the specific event. Emergency missions include

- (a) Protection of life and property.
- (b) Emergency road repair crews or communication repair crews.
- (c) Military police missions.
- (d) Transportation regulating missions.

(e) Approval authority for government owned vehicle operations during red road conditions is an officer with the rank of lieutenant colonel (O-5) or above, or civilian supervisors in the grade of GS-13 or KGS-13 or above. POV operators should use extreme caution when operating under red road conditions. POV operators should make every effort to cancel or delay their travel plans. POVs, AAFES-K taxi vehicles, contract buses will not be prevented from leaving military installations. **Red Road Conditions** exist when:

- i. Anticipated high-density traffic is causing at least 3- hour delays as measured by a normal 1-hour trip under Green conditions
- ii. Visibility is diminished to less than 25 meters on roads due to weather (fog, heavy rain)
- iii. Patch-ice accumulation is over 30% - 50% per kilometer of driving-surface
- iv. More than 2" of snow has accumulated or is forecast to accumulate over at least 50% per kilometer of driving- surface, and near total snow coverage of driving-surface
- v. The Area Commander deems other appropriate factors exist to warrant additional caution

(4) **Black** - road is not passable. Only responding emergency vehicles will be authorized movement. When snow or ice is the basis for the road condition, tire chains or the equivalent are required. POV operators should not operate a vehicle under black road conditions. POVs, AAFES-K taxi vehicles, contract buses shall not be operated except to exit the installation. **Black Road Conditions** exist when:

- (a) Anticipated or unexpected high-density traffic is causing 4 hour or longer delays longer, as measured by a normal 1-hour trip under Green conditions
- (b) Ice accumulation is over 50% or more per kilometer of driving-surface
- (c) More than 4" of snow has accumulated or is forecast to accumulate over all or nearly all of driving-surface
- (d) The Installation Commander deems other factors exist to warrant additional caution

**NOTE:** Information on current road conditions can be obtained at <http://www.usfk.mil>.

## **Chapter 4**

### **Motorcycles and Motor Scooters**

#### **4-1. General**

a. Personnel who operate motorcycles and/or motor scooters (regardless of engine size) on a public street or highway must be licensed IAW USFK Regulation 190-1.

b. Motorcyclists and motor scooter operators are granted rights and are subject to the duties applicable to the driver of any other type vehicle.

c. All motorcycles and motor scooters regardless of engine size must be registered at the Area VRO.

d. Motorcyclists and motor scooter operators will ride only on the permanent and regular seat. Operators will not carry any other person nor will any other person ride on a motorcycle or motor scooter unless it is designed to carry more than one person. Passengers may ride on the permanent and regular seat if it is designed for two persons or in a sidecar firmly attached to the motorcycle.

(1) Riders and drivers of motorcycles and motor scooters will ride while sitting astride the seat facing forward or in a sidecar firmly attached to the motorcycle.

(2) Motorcyclists and motor scooter operators will not carry any package, bundle, or article when transporting the article prevents the operator from keeping both hands free to control the vehicle and to give signals.

(3) No one will ride a motorcycle or motor scooter in a position that interferes with the operation or control of the motorcycle.

e. No person riding or driving a motorcycle or motor scooter will attach himself or the motorcycle to any other vehicle on a roadway.

f. A motorcycle or motor scooter transporting a passenger, other than in a sidecar or enclosed cab, must be equipped with footrests for the passenger.

g. Motorcycles and motor scooters may not have handlebars that are more than 15 inches (38 centimeters) in height above the seat designated for the operator.

h. All motorcycles and motor scooters are entitled to use the entire lane. Motorcyclists will not pass in the lane occupied by the vehicle being passed.

(1) No person will operate a motorcycle or motor scooter between lanes of traffic or between adjacent lines or rows of vehicles.

(2) Motorcycles and motor scooters will not be operated two or more abreast in a single lane.

i. Motorcycles and motor scooters are prohibited from operating on Korean expressways.

j. Motorcycles and motor scooters driven off public roadways on U.S. installations will be operated only in those areas designated by the installation commander.

k. Motorcycle and motor scooter riders must wear:

(1) A safety helmet meeting U.S. Department of Transportation (DOT), AS/NZS 1698, JIS T 8133, Korean KS G 7001:2009, Snell M2010, and UN/ECE 22, or other host nation certification standards with the chin strap properly fastened.

(2) Plastic or hardened shatterproof safety glasses, wraparound glasses, goggles, or a full-face shield is required even if the motorcycle or motor scooter is equipped with a windshield. Non-safety prescription glasses and sunglasses are not considered suitable eye protection. Eye protection that is tinted is prohibited while operating a motorcycle or motor scooter during the hours of darkness.

(3) Full-length trousers and long-sleeved shirt or jacket.

(4) Sturdy footgear that provides over the ankle coverage of the foot (sandals and other footwear that exposes the foot are prohibited).

(5) Full-fingered gloves.

(6) Riders are encouraged to wear brightly colored or reflective outer upper garments when operating a motorcycle or motor scooter.

#### **4-2. Motorcycle Driving Techniques**

This sub-section explains the unique driving characteristics of operating a motorcycle on different types of roads and road conditions. All of these techniques apply equally well to operating a motor scooter unless otherwise indicated. Below are the different driving techniques a motorcyclist needs to keep in mind when operating a motorcycle or motor scooter in Korea.

a. Riders often try to take curves or turns too fast. When they cannot hold the turn, they end up crossing into another lane of traffic or going off the road. Sometimes they overreact and brake too hard, causing a skid and loss of control. Approach turns and curves with caution. Use these four steps for better control:

(1) Slow. Reduce speed before the turn by closing the throttle and, if necessary, applying both brakes.

(2) Look. Look through the turn to where you want to go. Turn just your head, not your shoulders, and keep your eyes level with the horizon.

(3) Lean. To turn, lean the motorcycle and push on the handgrip in the direction of the turn. (Push left + lean left = go left. Push right + lean right = go right.) Higher speeds and tighter turns require the motorcycle to lean more. In normal turns, the rider and motorcycle should lean together at the same angle. In slow tight turns, lean the motorcycle only and keep the body straight.

(4) Roll. Roll on the throttle through the turn. Maintain a steady speed or accelerate gradually. Avoid decelerating in the turn.

b. The chance of falling or being involved in a collision increases when riding over:

(1) Uneven surfaces or obstacles.

(2) Slippery surfaces.

(3) Railroad tracks.

(4) Grooves and gratings.

c. Watch for uneven surfaces such as bumps, broken pavement, potholes, and small pieces of debris. Determine if it is possible to go over the obstacle. Approach it at as closely to a 90-degree angle as possible. Look where you want to go to control the path of travel. If you have to ride over the obstacle, you should:

(1) Slow down to reduce the jolt, if time permits.

(2) Make sure the motorcycle is straight up.

(3) Rise slightly off the seat with your weight on the foot pegs to absorb the shock with your knees and elbows. Rising off the seat will reduce the chances of being thrown off the bike. Controlling the throttle, however, can be somewhat tricky.

d. Motorcycles handle better when ridden on surfaces that permit good traction. Surfaces that provide poor traction include:

(1) Wet pavement, particularly just after it starts to rain and before surface oil washes to the side of the road. The center of a lane can be hazardous when wet. When it starts to rain, ride in the tire tracks left by other vehicles. Often, the left tire track will be the best position, depending on traffic and other road conditions.

(2) Gravel roads or places where sand and gravel collect. Dirt and gravel collect along the sides of the road, especially on curves and ramps leading to and from highways. Stay away from the edge of the road, particularly when making sharp turns.

(3) Mud, snow, and ice. Rain dries and snow melts faster on some sections of a road than on others. Patches of ice tend to occur in low or shaded areas and on bridges and overpasses. Wet surfaces or wet leaves are just as slippery. Ride on the least slippery part of the lane.

(4) Lane markings, steel plates, and manhole covers are especially dangerous when wet.

e. Stay away from roads covered with ice or snow. When a slippery surface cannot be avoided, keep the motorcycle straight up and proceed as slowly as possible. If riding on a large surface so slippery that you must coast or travel at a walking pace, consider letting your feet skim along the surface; that way, if the motorcycle starts to fall, you can catch yourself. When doing this, be sure to keep off the brakes. If possible, squeeze the clutch and coast. Attempting this maneuver at anything other than the slowest speeds can be hazardous. To ride safely on slippery surfaces:

(1) Reduce speed. Slow down before you get to a slippery surface to lessen the chances of skidding when stopping or turning. Motorcycles need more distance to stop on a slippery surface. It is particularly important to reduce speed before entering wet curves.

(2) Avoid sudden moves. Any sudden change in speed or direction can cause a skid. Be as smooth as possible when speeding up, shifting gears, turning, and braking.



(3) Use both brakes. The front brake is more effective even on a slippery surface. Squeeze the brake lever gradually to avoid locking the front wheel.

f. Riding over rain grooves or bridge gratings will cause a motorcycle to feel as if it is wandering. This wandering feeling is generally not hazardous. Relax, maintain speed, and ride straight across. Crossing at an angle forces riders to zigzag to stay in the lane. Zigzagging is far more hazardous than the wandering feeling.

g. When carrying a passenger or additional cargo, do not forget to adjust the tire pressure to compensate for the additional weight. Also, do not forget that additional weight will increase the braking distance of the motorcycle. If the motorcycle is equipped with adjustable suspension, make sure to adjust the suspension to compensate for the additional weight. Avoid speeding up rapidly in a low gear or 'popping' the clutch when transporting a passenger or cargo or you might lose the passenger or extra cargo.

h. To make a left turn when driving on a two-way road, position yourself to the center of the lane on which you are traveling and make the left turn.

i. At night, it is harder for motorcyclists to see and be seen. Picking a motorcycle's headlight or taillight out of the car lights around it is not easy for other drivers. To compensate, motorcyclists should:

(1) Reduce speed. Ride more slowly than you would during the day, particularly on roads you do not know well. This will increase the chances of avoiding a hazard.

(2) Increase distance. Distances are harder to judge at night than during the day. Eyes rely on shadows and light contrasts to determine how far away an object is and how fast it is coming. These contrasts are missing or distorted under artificial lights at night.

(3) Use the car ahead. The headlights of the car ahead can give a better view of the road than the motorcycle's high beam. Taillights bouncing up and down on the car ahead can alert you to bumps or rough pavement ahead.

(4) Use the high beam. Use the high beam whenever you are not following or approaching a car from the opposite direction. It is highly recommended that riders and passengers wear reflective materials when riding at night or under reduced visibility conditions.

(5) Be flexible about lane position. Change to whatever portion of the lane that best helps you to see, be seen, and keep a safe distance from other vehicles.

#### j. Braking

(1) Motorcycles have two brakes: one each for the front and rear wheel. Both brakes must be used at the same time. The front-wheel brake is more powerful and can provide as much as three-quarters of the total stopping power.

(2) The most effective brake on a motorcycle is the front-wheel brake. To prepare for braking, the operator must put one hand on the handbrake lever and position one foot over the brake pedal. The normal braking procedure is to apply both the handbrake and the footbrake together.

(3) The rear wheel on a motorcycle tends to lock when braking more than the front wheel because the transfer of weight during braking reduces the load on the rear wheel.

(4) Operators should use both brakes every time they slow or stop. Using only the rear brake for “normal” stops will not permit operators to develop the habit or skill of using the front brake properly in an emergency. Squeeze the front brake and press down on the rear. Grabbing at the front brake or jamming down on the rear can cause the brakes to lock, resulting in control problems.

(5) Apply both brakes at the same time. The sooner the front brake is applied, the sooner it will start slowing the motorcycle down.

(6) Some motorcycles have integrated braking systems that link the front and rear brakes by applying the rear brake pedal. (Consult the owner’s manual for a detailed explanation on the operation and effective use of these systems.)

(7) The brakes should be applied with extra caution when:

- (a) It starts raining.
- (b) Driving on wet roads or over wet streetcar tracks.
- (c) Driving on roads with loose gravel, dirt, or leaves.
- (d) The road is covered with hard-packed snow or ice.
- (e) Driving at high speeds.

(8) When driving on a long downhill slope, the operator should use the braking action of the engine by shifting into a lower gear to slow the motorcycle. The operator should not use the front brake only and should not use the front and rear brake continuously because this can reduce the brakes’ efficiency by making the brakes too hot.

(9) When riding around a curve, the operator should reduce speed before reaching the curve. This will prevent having to brake with force in the curve. When riding on a wet road, never forget that disc brakes take longer to work.

(10) Both brakes must always be in perfect operating condition so the operator can brake with both brakes in the shortest possible distance. By having both braking systems in perfect operating condition, one braking system will stop the motorcycle safely if the other brake fails. Brake linings or brake blocks should be replaced when they are badly worn or oily. Brakes should be readjusted if pedal or lever movements are too great. The operator should also test for play in the wheel bearings by jerking the wheel to and from sideways.

(11) When a motorcycle is stationary for a long time, the operator should apply the brakes occasionally to make sure the transmitting and connecting components are working properly. Operators also should check to make sure brake lights are working properly. When a motorcycle has been left outside during wet weather for a long time, the operator should drive slowly at first and apply the brakes gently. The operator should be prepared for abnormal braking at the beginning of operation.

## **Chapter 5**

### **Bicycle, Personal Transportation Device, and Play Vehicle Safety Requirements**

#### **5-1. Bicycles and Personal Transportation Devices**

a. General. Cycling is acknowledged as being environmentally friendly, good exercise, and good for personal wellbeing. The establishment of bicycle lanes, an expansion of bicycle facilities, and other active efforts by local organizations are expected to further increase the use of bicycles. Although bicycles are a means of leisure, strictly speaking, they are also an effective mode of transport. They are classified under the category of a 'Vehicle' according to Korean Law and are required to comply with the road and traffic regulations that govern motor vehicles.



b. Personal Transportation Devices (PTDs) are defined as those vehicles designed to transport personnel but not registered as a motor vehicle, motorcycle, or motor scooter that propels the device at a maximum speed of not more than 60 KPH on level ground. These devices include powered electric or motorized transportation devices such as Segway, Mini-Segway, powered electric or motorized scooter, and other powered electric or motorized vehicles upon or by which any person may be transported and used upon a USFK or Korean roadway, bike lane, or bike path. The rapid pace in which PTDs have moved from design concepts to retail products has left law makers and other government agencies scrambling to establish rules and guidelines for their use on public roadways, streets, bicycle paths, or other right-of ways. The Korean government, USFK, and in-country service components face these same challenges. Because many operators use PTDs on public roadways, streets, bicycle paths, or other right-of ways in a manner that is similar to bicycle operations, USFK has implemented a policy that enforces bicycle safety requirements when operating PTDs. Like bicycles, Korean Law requires PTDs to comply with the road and traffic regulations that govern motor vehicles.

c. Bicycles and PTDs are smaller than cars and vehicle operators may have difficulty seeing them. Speed, stability, and experience of the rider can also contribute to increased risks when operating on roadways, bicycle lanes, and bicycle paths. Operators of PTDs should use extreme caution when operating around other motor vehicles. Operators should also always use bicycle trails and lanes when they are available.

## **5-2. Safe Operating Standards for Bicycles and Personal Transportation Devices**

Traffic laws apply to persons operating or riding PTDs while on a public roadway, bicycle lane, bicycle path, or any right-of way under Korean or USFK jurisdiction. Operators are required to comply with every rule and regulation on the road, understand the characteristics of the PTD correctly, and ride it cautiously to ensure it is a safe means of transport. Above all, operators should be prepared to deal with the risks posed by cars and pedestrians.

a. Personnel operating any bicycle or PTD will wear a helmet properly fastened under the chin. Helmets must meet ASTM F1447, Snell B-95, or other host nation standard for bicycle helmets.

b. Operators of bicycles or PTDs used during hours of darkness or limited visibility must be equipped with an operational (Turned On) front and rear light. The front light must emit a white

light visible at least 500 feet (150 meters) to the front. A rear light must emit a red light visible from 100 feet (30 meters).

c. Personnel operating bicycles and PTDs are encouraged to wear brightly colored or reflective outer upper garments.

d. Bicycles or PTDs will not be used to carry more persons at one time than the number for which they are designed and equipped as defined in the user's manual.

e. When making a left turn on a bicycle or a PTD, operators shall turn left near the far right side of the lane, not near the centerline due to possible risks at intersections. Drivers that are turning right should pay attention to cyclists and pedestrians who may move or stop according to traffic signs.

f. Bicycles or PTDs will not be pulled or otherwise propelled by assistance from another motorized vehicle or PTD.

g. Operators of bicycles or PTDs will utilize in order of priority: 1) bike paths; 2) designated roadway bike lanes; 3) roadways without bike lanes. When bike paths or bike lanes are not available, operators of bicycles or PTDs will ride as near to the right side of the roadway as practical and will exercise due care when passing a standing vehicle or one proceeding in the same direction.

h. Operators of bicycles or PTDs will obey the same speed limits as those of any vehicle operated on the same roadway.

i. Operators of bicycles or PTDs will obey the same rules of the road for all motor vehicles concerning the passing of military formations anywhere on U.S. military installation at any time.

j. Operators of bicycles or PTDs will stop and not pass a bus that is discharging or picking up passengers.

k. Operators of PTDs will utilize bike paths and bike lanes when available and yield to bicycles and pedestrians also utilizing the bicycle paths.

l. Operators of bicycles or PTDs will not ride abreast except on paths or parts of road as designated for the exclusive use of bicycles. Whenever a usable path for bicycles has been provided adjacent to a roadway, bicyclists and operators of PTDs will use the path and not the roadway.

m. Operators of bicycles or PTDs will not carry any package, bundle, or article when transporting the article prevents the operator from keeping both hands free to control the bicycle and to give signals.

n. Operators of bicycles or PTDs operators will not use mobile phones or wear listening devices that impede hearing and the detection of impending danger.

o. Children under the age of 13, people aged 65 and over, and those with physical disabilities who are more vulnerable to traffic accidents shall be allowed to ride their bicycles on sidewalks. However, they are required to ensure the safety of pedestrians and cycle slowly along the road or through places with safety signs. PTDs shall not be used on sidewalks located on and off USFK military installations.

p. When bicycle crossings are available, operators of bicycles or PTDs must use it. If there is a bicycle rider in a bicycle-crossing lane, every other motor vehicle driver should pause at the stop line to protect the rider.

q. Operators of bicycles or PTDs will yield the right of way to any pedestrian in a crosswalk or in a parking area. Operators of bicycles or PTDs utilizing a pedestrian crosswalk to cross a street must dismount the bicycle or PTD and push it across the street in the pedestrian crosswalk. Operators of bicycles or PTDs will not operate the bicycle or PTD while in a pedestrian crosswalk.

r. Operators of bicycles or PTDs must signal stopping and turning either by hand and arm signals or by mechanical directional signals. Hand and arm signals will be given from the left side of the bicycle as follows:

- (1) Left turn will be signaled by the hand and arm extended horizontally.
- (2) Right turn will be signaled by the hand and arm extended upward.
- (3) Stop or decrease speed will be signaled by the hand and arm extended downward.

s. Operators of PTDs will park or secure bicycles and PTDs in bicycle racks and not in parking spaces designed for vehicles, motorcycles, or scooters.

t. All personnel operating a PTD found violating the provisions listed in this policy letter may be cited via a DD Form 1408, as may their military sponsor, if a family member. Tickets will accrue the same traffic points as prescribed for motor vehicles.



### **5-3. PTD Testing, Licensing, and Registration**

a. All personnel wishing to operate a PTD on USFK public roadway, street, bicycle path, or other right-of way must pass the standard motor vehicle driver licensing test and receive a USFK PTD Operators Permit or a separate endorsement for PTD operations on their USFK Form 134EK, USFK Motor Vehicle Operator's Permit.

(1) A USFK PTD Operators Permit or a USFK Motor Vehicle Operator's Permit (USFK Form 134EK) is valid for 5 years for PTDs unless PTD operations are suspended or revoked.

(2) If a USFK PTD Operators Permit or a USFK Motor Vehicle Operator's Permit (USFK Form 134EK) is suspended or revoked, the licensee will not operate any PTD on USFK military installation until his or her driving privileges are restored.

b. All personnel wishing to operate a bicycle or a PTD on USFK public roadway, street, bicycle path, or other right-of way must register their bicycle and/or PTD in DBIDs at the Area VRO.

c. The above requirements do not apply to use of play vehicles intended for use on sidewalks and pathways.

### **5-4. Play Vehicles**

a. Play vehicles include a wide range of powered and non-powered devices whose primary purpose is for play and recreation, not as an alternate means of transportation. Play vehicles include:

(1) Powered or motorized unicycles / monocycles (Ryono, Airwheel or Mobbo), powered or motorized skateboards, hoverboards, and other powered or motorized devices not equipped with a hand-operated steering device.

(2) Motorized small scale vehicles designed to transport children, be operated by children or remotely controlled by a parent or guardian or another responsible person.

(3) Other items include but are not limited to motorized and non-motorized roller blades, roller skates, shoes with retractable wheels, and children's bicycles, tricycles, and Big Wheels not intended for use on public roadways

b. Play vehicles are intended for use on sidewalks and are not authorized for use on any public roadways (or bike lanes) located on or off U.S. military installations. Additionally, play vehicles should not be utilized on dedicated bike paths; however, installation commanders may authorize use of play vehicles on dedicated bike paths based on levels of utilization by bicycle and PTD operators. When use of bike paths for play vehicles are authorized by installation commanders, children under the age of 13 operating play vehicles must be accompanied by a responsible adult.

c. When a bicycle is operated by a child under the age of 13, the bicycle is considered a play vehicle and may be operated on a sidewalk. Persons age 13 and older shall operate bicycles in bike lanes, on bicycle paths, and on roadways when operating the bicycle on any USFK military installation.

d. Operators of play vehicles will wear a protective helmet designed for bicycle safety as defined above. The helmet will be worn level on the head with the strap properly fastened under the chin.

e. Bicycles, skateboards, coasters, roller skates, in-line skate, sleds, other play and non-motorized vehicles will not be pulled or otherwise propelled by assistance from a motorized vehicle or Personal Transport Device.

f. Operators of play vehicles will not carry any package, bundle, or article while operating the device.

## **Chapter 6**

### **Additional Requirements for Government Motor Vehicle Operations**

#### **6-1. Basic Safety Measures for Operating Government Motor Vehicles**

This chapter provides basic safety measures for driving GOVs. Persons applying for Motor Vehicle Operator's Permit to operate a POV are not required to know the information in this chapter. Persons applying for an OF 346, AF Form 2293, or similar government motor vehicle operator's permit are required to know information in this chapter and in chapters 1, 2, and 3 of this pamphlet. This chapter does not include all safety measures. Drivers of GOVs must know Korean traffic laws and service component rules and regulations governing the operation of GOVs (tactical and non-tactical).

##### **a. Basic Rules.**

(1) Road clearances. When there is any question of road clearance, or in the absence of a sign indicating measured clearance (width and height), the driver will stop the vehicle and determine if there is sufficient clearance for the vehicle and its load before attempting to negotiate an underpass, highway, or bridge.

(2) Tollbooths. All drivers of GOVs will come to a complete stop at all tollbooths upon entry and exit from expressways and toll roads. Drivers of GOVs are not authorized to use Hi-Pass lanes unless they possess a Hi-Pass card and reader. Drivers should take a toll ticket when entering the expressway / toll road. The license-plate number shall be entered on the toll ticket and turned into the toll booth operator when exiting the expressway / toll road.

(3) All GOVs will carry basic equipment to handle common breakdowns. As a minimum, this equipment will include a spare tire, jack, lug wrench, first-aid kit, and warning triangle.

(4) Not more than one GOV will be towed behind a vehicle on a public highway. A standard tow bar or wrecker truck must be used for towing. Tow chains may be used only:

(a) If wrecker trucks or tow bars are not available.

(b) To tow vehicles short distances to clear roads.

(5) Service members who are employed or detailed to perform duty as drivers of GOVs will not drink alcoholic beverages during the period they are scheduled to drive or within 8 hours before their scheduled driving duty.

(6) Towed trailers shall use safety chains attached to the towing vehicle. Trailer signal and brake lights must work. Drivers will attach 2½- and 5-ton trailer air hoses according to the applicable operator's manual.



(7) Ground guides are required when backing tactical wheeled and tracked vehicles. Ground guides will not stand between the vehicle being guided and another object where an inadvertent engine surge or momentary loss of vehicle control could cause injury or death. Ground guides will be trained in accordance with service component guidelines. The vehicle driver will stop the vehicle immediately if:

(a) He or she loses sight of the ground guide.

(b) The ground guide is standing between the vehicle and another object.

(8) Fish-eye' mirrors shall be installed on appropriate vehicles to include the FMTV series so that it minimizes the amount of blind spots by the driver and vehicle commander.

(9) Tactical wheeled and tracked vehicles, trailers, and towed equipment shall be marked at the rear with retro-reflective red and yellow delineator plates.

(10) Exterior radio antennas shall be tied down to a height of not more than 13 feet and at least 8 ft. from the ground before movement. Antenna tips (national stock number 5800-00-437-2363) shall be installed on all antennas before vehicle operations.

(11) Vehicle operators will chock tactical vehicles with chock block pairs when vehicles are parked. If chock block pairs have not been issued, they may be made locally using 8-inch wood stock cut at 45-degree angles. Chock blocks will be used as pairs, placing one block in front of and one block behind the tire being chocked.

(12) Drivers of tactical wheeled vehicles will not wear mission-oriented protective posture (MOPP) masks, vinyl NBC protective over boots, or night vision goggles on Korean public roads or access roads that lead to and from training areas.

(13) Broken-down vehicles shall be moved as far as possible to the side of the roadway. A warning device (triangle or flares) will be placed on the roadway 50 meters (165 feet) to the rear of any traffic hazard such as a disabled vehicle, construction activity on post, or other repair work such as telephone or electrical line. On U.S. military installations where 50 meters is not always practical, warning devices will be placed at a distance where oncoming traffic is warned as they approach the traffic hazard.

(14) Even with the vehicles hazard lights and a warning triangle, it may not give fast moving vehicles a chance to react to a disabled vehicle on the roadway. To reduce risks of being struck by other vehicular traffic, move off to the side of the roadway once the warning triangles have been emplaced. Remain clear of the roadway until emergency/support vehicles arrive. Wait behind traffic barriers if they are present. Host nation police may also be called for assistance by using an orange emergency telephone.

(15) Drivers will:

(a) Take 15-minute breaks after every 2 to 3 hours of driving or after driving every 100 to 150 miles (160 to 240 kilometers), whichever comes first.

(b) Inspect their vehicles and ensure equipment and cargo are secure in accordance with the vehicle operator's manual.

(c) Maintain 100m separation distance during convoy operations during the day on highways. Drivers will maintain 50m separation distance at night, when traveling in built-up areas, or when visibility is limited (rain, fog, snow, etc.).

(16) Drivers will not:

(a) Wear portable headphones, earphones, or other listening devices while operating a motor vehicle.

(b) Consume intoxicating beverages within 8 hours before scheduled duty or during normal duty.

(c) Smoke while driving GOVs.

(d) Eat or drink in a GOV while it is moving or use tobacco products at any time.

(e) Use MPEDs, global positioning systems (GPS), , or any other device that could distract a driver while operating GOVs.

## **6-2. Transporting Passengers and Cargo**

a. Only one passenger other than the driver is permitted to ride on the front seat in all but the following GOVs:

(1) Tactical and non-tactical vehicles equipped with individual seats for crewmembers.

(2) Vehicles with front seats 51 or more inches wide (for example, communication vans, garbage trucks) that normally have two or more crewmembers assigned besides the vehicle driver.

b. Seat belts must be installed and used for each passenger in the cab / passenger compartment of a GOV.

c. Cargo-carrying vehicles without tailgates or with tailgates less than 42 inches high that are used to carry personnel will be equipped with standard safety straps. The safety straps will be fastened when personnel are being carried in cargo compartments.

d. Service Members may be transported without fixed seating for short distances on the installation if each passenger remains seated and wholly within the body of the vehicle. They will not be transported in the bed of an Army truck, off post, unless the truck is specifically designed to carry troops. When transporting Service Members in cargo trucks in which cargo is loaded, ensure that they are seated in fixed seats and the cargo is adequately secured.

e. Wheeled-vehicle tailgates shall be locked in the up position. Restraining straps extending across rear cargo beds will be secured before vehicle movement.

f. Service Members shall not be transported on top or on the sides of tracked vehicles. Service Members will sit in crewmember compartments, use available seatbelts, and wear Kevlar or crewmember helmets while the vehicle is in operation.

## **6-3. Transporting Hazardous Cargo**

- a. Any person operating a vehicle (including GOVs) that has any hazardous material as a cargo or part of a cargo will comply with local requirements governing transportation of such material.
- b. Vehicles will be marked as required locally.
- c. Vehicles transporting hazardous material must be equipped with fire extinguishers of appropriate type, size, and number filled and ready for immediate use. Fire extinguishers will be placed at a location within the vehicle that provides immediate access.
- d. When the contents of a vehicle extend more than 3 feet (90 centimeters) from a vehicle or 6 inches (15 centimeters) or more from either side of the vehicle, a red cloth not less than 24 inches (60 centimeters) square must be affixed to the farthest protruding edge of the item. At night, a red light must be affixed to the item. The contents of a vehicle that extend beyond the normal limits of the vehicle will be secured and will not create a hazard.

#### **6-4. Winter Driving**

Commanders will take extra precautions during winter to ensure that GOVs are maintained properly. Commanders will:

- a. Conduct a winter-safety driver-training course each year in October or November.
- b. Control vehicle dispatches to reduce them to a minimum when driving conditions are poor.
- c. Dispatch vehicles over the least dangerous routes.
- d. Ensure drivers or supervisory personnel with Korean winter driving experience accompany replacement drivers on their first bad-weather dispatch whenever possible.
- e. Instruct drivers on local road hazards and defensive-driving techniques.

#### **6-5. Convoys**

- a. Convoy clearances are required for the movement of five (5) or more vehicles when traveling on any Korean roadway, no matter how short the duration of the move. Convoy clearances are granted to units from the ROK Army Corps and Army movement control agencies based on the origin, destination, time, size, number and type of vehicles involved.
- b. Convoy briefs are required by the organization (Convoy Commander/NCOIC) prior to departure from the organization and USFK military installation.
- c. Convoys moving on highways shall use the right traffic lane. Hard shoulders (divided by a solid white line) should be used only for emergency stops.
- d. Headlights, taillights, reflectors, and reflecting tape shall be wiped clean at each stop.
- e. Government-Vehicle Markings. Identification markings on the bumpers of GOVs must be kept clean, particularly when convoys travel on public roads from home station to training areas. Bumper markings must not be covered by tape or mud when vehicles are operated on public streets and highways. Markings may be covered, however, while vehicles are in selected maneuver areas.

## **6-6. Government Buses**

- a. Emergency equipment, including emergency-exit doors on all owned and leased busses, must be in proper operating condition. Cargo and passengers on the bus must not block emergency-exit doors while the vehicle is in operation.
- b. Government buses must be equipped with mechanical or electrical turn signals, two amber clearance lights at the rear, at least two amber reflectors on each side, and two amber or red reflectors in the rear. Special kits for these items are available through supply channels.
- c. The bus gross weight (vehicle body weight combined with the weight of its oil, water, fuel, driver, and the total weight of the passenger load (based on 100 pounds per person)) must not exceed the maximum gross vehicle-weight rating established by the manufacturer.

## **6-7. Operating Emergency Vehicles**

- a. Drivers of emergency vehicles (such as fire department, MP, SF, and medical vehicles) will obey traffic regulations. Exceptions will be made only if the military authority allows the driver to exceed restrictions or as described below. Drivers operating vehicles under emergency conditions will warn of their approach using signals that can be seen (rotating lights) or signals that can be heard (sirens).
- b. Drivers of emergency vehicles may exceed traffic restrictions when:
  - (1) MP or SF vehicles are in pursuit of actual or suspected violators.
  - (2) MP or SF vehicles are on emergency runs.
  - (3) Fire department or medical vehicles are operated in response to an emergency call or alarm.

## **6-8. Accident Reporting and Emergency Procedures**

All USFK members are subject to Korean motor vehicle laws. Korean law requires that the driver of a motor vehicle exercise a high degree of care to avoid an accident. A driver who fails to exercise that duty of care and causes an accident is subject to civil and criminal liability. NOTE: When operating a GOV, DoD and service component civilian employees are not protected under SOFA's line-of-duty clauses and are subject to Korean civilian traffic supervision laws.

- a. In the event of an accident, notification and reporting requirements and suspense's are codified in USFK Regulation 190-1 and in service component safety regulations. In addition to the requirements in these publications, the convoy commander or senior person on the scene will:
  - (1) Determine if anyone is injured.
  - (2) Render immediate emergency first aid.
  - (3) Move injured personnel to a safe area if additional injuries will not occur.
  - (4) Call for additional medical assistance or MEDEVAC, if necessary.
  - (5) Notify the unit chain of command of the accident.
- b. If the accident occurs off a USFK military installation, the senior person on the scene will immediately contact the Korean National Police.

## Chapter 7

### Special Considerations and Best Practices

#### 7-1. Special Considerations in Korea for Drivers and Pedestrians

a. **Common Problems and Challenges.** Driving in Korea can be demanding. Learning and following the rules of the road and using the information in this pamphlet will help prevent accidents and make driving in Korea more enjoyable.

(1) Some challenges encountered while driving in Korea are unfamiliar traffic signs and narrow roads that can cause problems for large American vehicles. Traffic density adds to these challenges.

(2) Driving safely in Korea requires you to drive defensively. Learning to react quickly to local traffic signs and to anticipate the actions of other drivers is essential. Most accidents can be avoided by:

- (a) Driving sober and always being alert.
- (b) Driving defensively.
- (c) Driving no faster than the environmental conditions permit and/or the posted speed limit, whichever is less.
- (d) Being alert and courteous, regardless of who has the right-of-way.
- (e) Becoming familiar with local driving customs and laws.
- (f) Maintaining vehicles in excellent mechanical condition.

#### b. Motorcycle and Motor Scooter Challenges and Concerns.

(1) Motorcycles and motor scooters are everywhere in major cities in Korea; they deliver fast food and other packages at any hour of the day or night, serve as work vehicles, and are the primary form of personal transport for many drivers.

(2) Not only during peak traffic hours but all throughout the day and night, you have to be alert, ready to avoid a dodgy drivers. You may encounter a motorcycle or motor scooter making full speed, left turns from the invented, right hand lane, of a 6 lane intersection, come against the traffic flow and zip up a curb only to continue on the sidewalk, slaloming through pedestrians.

(3) It may be asked why this type of driving is tolerated? The density of the population in most cities in Korea combined with narrow streets makes delivery of goods a challenge. This is particularly true for large



cities like Seoul, Busan, and Daegu. Because of these challenges, motor scooters are considered to be fulfilling a vital commerce role in the country. As such, these driving behaviors are, for the most part tolerated throughout Korea.

(4) When driving or walking in Korea, be cautious of the following behaviors from motorcycle and motor scooter operators.

(a) Motorcycles and motor scooters will pass other motor vehicles between the curb and the vehicle. They will also travel between vehicles. This is most common when coming to intersections with stopped traffic.

(b) Scooters will use crosswalks to make left turns and U-turns. Crosswalks may also be used to speed through intersections.

(c) It is not uncommon to see motorcycles and motor scooters turn in front of multiple lanes of traffic. This is most common at intersections with stopped traffic.

(d) Motorcycles and motor scooters will often use sidewalks to cut corners and to get around backed up traffic.

### c. Navigating Pedestrian Crosswalks

(1) Korea has one of the highest fatality rate of pedestrians among the 29 industrialized nations. This high rate is attributed to Korean driving habits and lack of attention on the part of the pedestrians. An increase in the lack of focus of attention in recent years is attributed to MPED use. In Korea, it is not uncommon to see pedestrians crossing the street without ever looking up from their MPED.

(2) When crossing the street, always use a crosswalk, and before you step off the curb, check that traffic has stopped. Just because the walk light has turned GREEN does not mean that the traffic has stopped. It is not unusual for traffic to continue for at least a few cars or a bus once they have been given the RED light to stop.

(3) It is also important to know the sequence of the pedestrian crossing signal. In Korea, pedestrian crossing signals usually go like this:

**Red → Green → Green (flashing) → Red.**

(4) Of course, steady red means, 'Do Not Cross' and steady green means, 'Cross', but what does flashing green signify? The flashing green signal in Korea is much like the flashing red signal in the U.S. It means, if you have not started crossing, then do not start. If you have already



started to cross, then expedite your travel to the other side of the crosswalk. There is usually no delay once the flashing green turns red. Cars are given the green light to proceed immediately.

#### **d. Construction and Industrial Equipment on Public Roadways**

(1) In general, the U.S. prohibits construction equipment and industrial trucks such as forklifts from driving on public streets. This is not the case in Korea. It is not uncommon to see a forklift or bucket loader driving in traffic on a multilane highway in the middle of the city. Be cautious when driving or walking around these vehicles. They often have limited visibility and because of their speed, often generate erratic movement by other drivers when they are being passed.

(2) Similarly, you will find tractors and other farm vehicles using these roads in rural areas. Remember these type vehicles are authorized to use the roads in Korea. As with construction and industrial equipment, use caution when driving or as a pedestrian near these type vehicles.

#### **e. Traffic Enforcement by Video**

(1) In the U.S., we rely on traffic enforcement by state and local law enforcement agencies. When traffic laws are violated in view of these law enforcement officials, they will react in kind with a traffic stop and the issuance of a traffic ticket. This is usually not the case in Korea. In Korea, traffic laws are primarily enforced through the use of traffic cameras. In Korea, it is not unusual to see drivers openly violate traffic laws in clear view of law enforcement officials. Typically, if there is no camera in the vicinity, then many drivers will ignore traffic laws and proceed as they see fit. Some of the most common violations include:

(a) Rolling stops.

(b) Turning right outside lanes across other lanes of traffic. This occurs most often at stoplights by drivers wanting to make right hand turns around vehicles stopped in front of them, but it may also happen in moving traffic.

(c) Speeding

(d) Use of bus-only lanes or road shoulders

(e) Ignoring traffic signals

### **7-2. Best Practices**

Most drivers make about 1,400 automobile trips and use about 3,200 liters (800 gallons) of gasoline each year. With minimal effort, drivers can plan for efficient and economical travel. Drivers can save 5 to 10 percent of the fuel they use by following the tips below. By changing travel habits, driving techniques, and vehicle type and maintenance, drivers can save up to 40 percent of fuel costs.

#### **a. Fuel Efficiency**

(1) Cold Start. A vehicle driven from a cold start and making a short trip (for example, 1 to 4 miles) probably will achieve only 20 percent of the fuel efficiency possible after all parts of the vehicle are warm. That means a car capable of 20 Miles Per Gallon (MPG) may get only 4 MPG under cold-start and short-trip conditions. Cold-start penalties can be reduced by combining short trips. Initial fuel inefficiency can be offset by using the vehicle for one long trip, during which the car can reach maximum fuel efficiency. Cold starts reduce fuel efficiency for the following reasons:



(a) Tire Resistance. Tires resist motion when they are cold. Tire resistance decreases only after the vehicle has been driven for a while.

(b) Engine Resistance. Engine lubricants are designed to reduce resistance. Lubricants perform best when they are warm.

(c) Vehicle Resistance. Initially, all parts of a vehicle resist motion. Vehicle parts must be lubricated properly to overcome resistance. This happens after the vehicle has traveled about 15 miles. By combining trips, fuel can be saved because car parts:

- i. Have time to warm up.
- ii. Stay lubricated for 15 to 20 minutes after the vehicle has stopped.
- iii. Stay warm for 3 to 4 hours after the vehicle has stopped.

(2) Vehicle Idling. Most drivers do not understand the relationship between vehicle idling and fuel efficiency. A 30-second warm-up, followed by driving at slow to moderate speeds, is best for fuel efficiency. Fuel efficiency is worst (0 MPG) when a vehicle is idling and stationary. If the engine is warm and the driver expects to let the vehicle idle for more than 30 seconds, it is more efficient to turn the engine off and restart it when ready to drive away than to keep the engine running. Drivers also can save fuel if they release the gas pedal when slowing down or stopping. The vehicle's momentum will generate the speed needed to drive.

(3) Combining Trips. Drivers who plan their travel save fuel, time, and money. By combining trips, drivers will spend less time driving, avoid unnecessary journeys, drive fewer miles, and achieve the object of several short trips at a lower cost. Combining trips also reduces cold starts and vehicle resistance. Drivers should combine trips that:

- (a) Need to be made in the same time period.
- (b) Are to be made in the same area or in the same direction.
- (c) Can be plotted on a round-trip course.

(4) Route Selection. Select routes that allow for uninterrupted travel. To achieve best fuel efficiency, choose routes that avoid traffic lights, traffic jams, and stop-and-go situations.

(5) Vehicle Loads. Cargo and passenger weight affect fuel efficiency. Overloading causes the fuel efficiency to drop. Every extra 100 pounds reduces fuel efficiency by 3 to 6 percent. It is important to use the right vehicle for the load to be carried. If possible, loads should be carried inside the vehicle. Loads carried outside restrict the vehicle's forward motion and increase fuel consumption.

**b. Travel Alternatives.** Many official-work and leisure travel needs can be met without using a motor vehicle. The following alternatives should be considered:

- (1) Sharing rides on official trips.
- (2) Walking or bicycling.
- (3) Using the telephone when a call can save taking a trip.

- (4) Using public transportation.

**c. Vehicle Maintenance.** Regular vehicle maintenance helps prevent breakdowns and is an important aspect of fuel efficiency and driving safety. Many maintenance tasks for fuel efficiency are simple and inexpensive.

(1) Fuel and Oil. Drivers should use the appropriate fuel and motor oil. Using a higher octane gasoline than recommended does not improve a vehicle's fuel efficiency or make up for lack of maintenance. Engine oil that is too thick will resist flow and increase friction among engine parts. Increased engine friction results in higher consumption. Drivers should use a multiple viscosity oil (for example, 10-40, 10-50) that changes thickness in response to temperature changes. New and improved oils can increase a vehicle's fuel efficiency by 3 to 5 percent.

(2) Maintenance Checks. Drivers can prevent costly repairs by performing Preventive Maintenance, Checks, and Services on their vehicles. The operator's manual indicates how the checks are to be made.

(3) Tune-Up Requirements. Drivers will achieve high fuel efficiency by ensuring their vehicles are tuned correctly. If a vehicle is running poorly, proper tuning could improve its fuel efficiency by 4 to 12 percent.

(4) Correct Tuning for Engine Efficiency. Drivers should notice signs that indicate their vehicle needs tuning. If the fuel efficiency decreases, tuning could be the solution. Drivers should check for other causes of decreasing fuel efficiency before tuning their vehicle (for example, overloading, incorrectly inflated tires). Drivers should be aware of the following:

- (a) An engine should perform smoothly and respond to normal driving situations.
- (b) A tuned vehicle should pull away without stalling after a 30-second warm-up.
- (c) To pinpoint specific problems, drivers should take their vehicles to their supporting motor-maintenance activity.

(5) Maintenance Schedule. To ensure efficient fuel consumption and good operating condition, drivers should service their vehicles at the times scheduled by the transportation motor pool or manufacturer. The frequency of maintenance depends on driving habits, road conditions, and the type of vehicle.

**d. Driving Skills.** In rallies sponsored by the U.S. Department of Energy, 80 percent of the participants achieved a higher fuel efficiency than the manufacturer's estimate for their vehicles. Drivers can achieve the same results by using the following fuel-saving driving techniques:

(1) Thirty-Second Warm-Up. After initially starting their vehicles, drivers should idle the engine for 30 seconds to allow it to warm up. Drivers should drive off at moderate speeds to allow the other parts of the vehicle to warm up.

(2) Driving Away After Stopping. After stopping, drivers should accelerate briskly and steadily. Drivers should not completely depress the accelerator because this will waste fuel. Drivers should continue accelerating until the vehicle reaches a fuel-efficient speed.

(3) Approaching an Incline. Drivers should accelerate before approaching an incline. This produces higher speed with less fuel consumption than accelerating on the incline. Near the

top, drivers should slow down, allowing the vehicle's momentum to carry it over the crest and cruise down the other side.

(4) Maintaining a Fuel-Efficient Speed.

(a) Drivers should drive smoothly and steadily and keep within the speed range that achieves the best fuel efficiency for their vehicles. The speed range varies according to the vehicle being driven. Most vehicles, however, are fuel-efficient at speeds between 35 and 45 mph. If a vehicle gets 22 MPG in its fuel-efficient speed range of 35 to 45 mph, it will achieve only about 20 MPG at speeds of 30 to 50 mph.

(b) Unnecessary direction and speed changes waste time and fuel. The slightest pressure on the brake or accelerator reduces fuel efficiency.

(5) Anticipating Traffic Conditions. To maintain maximum fuel efficiency, drivers should avoid adverse traffic conditions by anticipating problems. In the city, drivers should anticipate and respond to traffic conditions 12 seconds (or a block) away. On the highway, drivers should anticipate and respond to changes in conditions up to a quarter of a mile away. Drivers also should be aware of traffic conditions to the side and rear of their vehicles, particularly before changing lanes.

(6) Buffer Zones. Drivers will increase safety and fuel efficiency by maintaining a free area (buffer zone) around their vehicle. The buffer zone offers the following advantages:

- (a) Relaxed driving.
- (b) Room to maneuver.
- (c) Increased margin of safety.
- (d) Time to react to conditions around the vehicle.

## **Appendix A References**

### **Section I. Required Publications**

AFI 91-202, The US Air Force Mishap Prevention Program

AFI 91-207, The U.S. Air Force Traffic Safety Program

AR 385-10, The Army Safety Program

AR 190-5/OPNAV 11200.5D/AFI 31-218(I)/MCO 5110.1D/DLAR 5720.1, Motor Vehicle Traffic Supervision

AR 600-55, Army Driver and Operator Standardization Program

DODI 6055.4, DoD Traffic Safety Program

MCO 5100.19F, Marine Corps Traffic Safety Program (DRIVESAFE)

MCO 5100.29B, Marine Corps Safety Program

OPNAVINST 5100.12J, Navy Traffic Safety Program

OPNAVINST 5100.19, Navy Safety and Occupational Health Program Manual for Forces Afloat

USFK Regulation 10-2, Installation Management and Base Operations

USFK Regulation 55-37, Korea Traffic Management Program

USFK Regulation 190-1, Motor Vehicle Traffic Supervision

USFK Regulation 190-7, Installation Access Control

USFK Regulation 190-50, Law Enforcement Procedures in Korea

USFK Regulation 385-1, USFK Safety Program

USFK Regulation 643-2, Transfers of Duty-Free Items

### **Section II. Related Publications**

AK Regulation 385-10, Eighth Army Safety Program

AK Regulation 385-11, Eighth Army Tactical Vehicle Movements, Driver's Training, Testing, and Licensing in the Korean Theater of Operations

USFK Regulation 700-19, The Invited Contractor and Technical Representative Program

Korean Road Traffic Act (KRTA)

### **Section III. Prescribed Forms**

USFK Form 31EK, Application for Registration of USFK Privately Owned Vehicle

USFK Form 33-E, Military Bicycle Registration

USFK Form 134EK, United States Forces Korea Motor Vehicle Operators Permit

USFK Form 141-R, Non-appropriated Fund Vehicle Registration Card

USFK Form 167, Inspection Check Sheet for Non-appropriated Fund Vehicles

USFK Form 207, Military Registration and Certificate of Title of Motor Vehicle (Nontransferable)

### **Section IV. Referenced Forms**

AAFES Form 6550-8, Certificate of Inspection

AF Form 1800, Operator's Inspection Guide and Trouble Report (General Purpose Vehicles)

AF Form 2293, US Air Force Motor Vehicle Operators Identification Card

DD Form 1408, Armed Forces Traffic Ticket

OF 346, United States Government Motor Vehicle Operators Identification Card

USFK Form 192EK, Temporary Vehicle Pass

USFK Form 195EK, Application for USFK Vehicle Registration Decal

## Appendix B

### Korean Road Traffic Signs and Lane Markings

#### Warning Signs



**Cross Intersection.**  
Indicates a 4-way intersection or junction that may be hard to see, or an intersection that is not expected.



**T-Intersection.** Indicates a T intersection or junction that may be hard to see, or an intersection that is not expected.



**Y-Intersection.** Indicates a Y intersection or fork in the road that may be hard to see, or an intersection that is not expected.



**Right Side Intersecting Road.** Indicates the intersection or junction of a road from the right that may be hard to see, or an intersection that is not expected.



**Left Side Intersecting Road.** Indicates the intersection or junction of a road from the left that may be hard to see, or an intersection that is not expected.



**Priority Road.**  
Indicates that traffic on this road has the right-of-way at this intersection.



**Merging Traffic.** Indicates traffic merging from a secondary road and the direction of the merging



**Traffic Circle.** Indicates a traffic circle is ahead. Traffic in the circle has the right-of-way. Directional signals are not required when entering, but must be used when exiting the circle.



**Railroad Crossing.**  
Indicates a guarder or unguarded railroad crossing ahead.



**Single Curve.** Indicates a single curve and its direction.



**Double Curve.** Indicates a double curve and its direction.



**Two-way Traffic.**  
Posted where oncoming traffic is not expected (for example, at construction sites on expressways and comparable multilane roads, or when one-way streets end and beyond the intersection is regular two-way traffic.



**Uphill Grade.** Posted before steep upgrades; indicates degree of upgrade.



**Downhill Grade.** Posted before steep downgrades; indicates degree of downgrade.



**Road Width Reduced.** Indicates the width of the road is being reduced from the direction indicated on the sign.



**Keep Right.** Posted before an obstacle in the road. Vehicles are to remain right of the obstacle.



**May Travel Either Lane.** Posted before an obstacle in the road. Vehicles proceed either side of the obstacle.



**Divided Road Begins.** Posted before the beginning of a divided roadway. Vehicles are to remain right of the road divide.



**Divided Road Ends.** Posted at the end of a divided roadway. Oncoming traffic ahead.



**Traffic Signal Ahead.** Indicates traffic light ahead.



**Slippery Road.** Indicates stretches of road that may be slippery when wet or dirty.



**Wharf/River Bank.** Posted near areas where there is danger of vehicles leaving the road and entering a body of water.



**Bumpy Road.** Indicates uneven stretches of road



**Speed Bump Ahead.** Indicates a speed control device (speed-bump/hump) is ahead.



**Falling Rocks.** Indicates stretches of road where there is danger of falling rocks.



**Loose Gravel / Mud.** Indicates a stretch of road that has loose surface material. Reduce speed and increase distance from the vehicle in front.



**Pedestrian Crossing.** Indicates an upcoming pedestrian crossing.



**Children Protection Area.** Posted where children may cross the street, particularly near schools or playgrounds.



**Bicyclist Ahead.** Indicates that cyclists may be sharing / crossing the road.



**Road Under Construction.** Indicates road construction ahead.



**Low-flying Aircraft.** Posted near areas where aircraft fly at low altitudes (for example, airports).



**Cross Wind.** Indicates road may be susceptible to high cross winds



**Tunnel Ahead.** Indicates a roadway tunnel ahead.



**Wild Animal Protection Area.** Indicates wild animals are in the area and may cross the road.



**Danger.** Posted before dangerous areas (for example, construction sites).



## Prohibitory Signs



**Road Closed.** Indicates that the road is closed and through traffic is not allowed.



**No Entry for Passenger Cars.** Prohibits entry for passenger cars



**No Entry for Cargo Vehicles.** Prohibits entry for cargo vehicles (trucks).



**No Entry for Buses.** Prohibits entry for buses



**No Entry for Motorcycles.** Prohibits entry for motorcycles with or without sidecar, scooters, or motorassisted cycles.



**No Entry for Passenger Cars / Motorcycles.** Prohibits entry for passenger cars and motor cycles



**No Tractors / Cultivators.** Prohibits entry for tractors, cultivators, and farming equipment.



**No Entry for Animal Drawn Vehicles.** Prohibits entry for animal drawn carts and wagons.



**No Entry for Hand Carts.** Prohibits entry for push carts, hand carts, wagons, etc.



**No Entry for Bicycles.** Prohibits entry for bicycles.



**Do Not Enter.** Prohibits entry for all types of vehicles.



**No Through Traffic.** Indicates that through traffic is not allowed.



**No Right Turn.** Indicates that right turns are not allowed at the intersection.



**No Left Turn.** Indicates that left turns are not allowed at the intersection.



**No Crossing.** Indicates that crossing the intersection is not allowed.



**No U-Turn.** Indicates that U-turns are not allowed at the intersection.



**Do Not Pass.** Prohibits passing motor vehicles.



**No Parking or Stopping.** Indicates vehicles may not stop or park in the posted area.



**No Parking.** Indicates vehicles may not park in the posted area.



**Road Weight Limit.** Indicates the maximum gross vehicle weight, in tons, permitted to proceed beyond this sign.



**Road Height Limit.**  
Posted before low-clearance structures (for example, bridges, overpasses); indicates the vehicle maximum height, in meters, of vehicles that may pass under the structure.



**Road Width Limit.** Posted before narrow places in the road (for example, bridges, tunnels); indicates the maximum vehicle width, in meters, of vehicles that may pass through the area.



**Minimum Separation Distance.** Prohibits vehicles from following closer than the distance indicated on the sign.



**Maximum Speed Limit.** Indicates the maximum speed allowed in kilometers per hour (kph).



**Minimum Speed Limit.** Indicates the minimum speed allowed in kilometers per hour (kph).



**Slow Down.** Indicates drivers should proceed slowly and with caution.



**Stop.** Indicates drivers should proceed slowly and with caution.



**Yield Right-of-way.** Indicates driver must yield to traffic on the upcoming priority road. If necessary, come to a complete stop to allow traffic on the priority road to clear before proceeding.



**Pedestrian Crossing Prohibited.** Prohibits crossing by pedestrians.



**No Pedestrian Walking.** Prohibits walking on roadway by pedestrians.



**No Entry for Pedestrians.** Prohibits entry by pedestrians.



**No Entry for Vehicle Carrying Dangerous Material.** Prohibits entry for vehicles carry dangerous materials.



**Use of Horn Prohibited.** Designated quiet zone. Prohibits the use of the vehicles horn in the area near the sign.



**Low Speed Electric Vehicles Prohibited.** Prohibits entry by low speed electric vehicles such as golf carts. Does not apply to electric vehicles able to maintain normal traffic speeds and operations.

## Instruction Signs



**Road Reserved for Motor Vehicles.**  
Indicates roadways restricted for use by motor vehicles.



**Road Reserved for Bicycles.** Indicates paths restricted to and mandatory for bicycles.



**Road Reserved For Bicycles and Pedestrian.**  
Indicates paths restricted to and mandatory for both bicycles and pedestrians. These areas are shared by bicyclists and pedestrians, and may not be separated with lines for each.



**Traffic Circle.** Indicates entrance to a traffic circle. Traffic in the circle has the right-of-way. Directional signals are not required when entering, but must be used when exiting the circle.



**Direction of Travel.**  
Indicates that traffic must proceed straight ahead. No turns are permitted.



**Right Turn.** Indicates that traffic in designated lane must turn right ahead.



**Left Turn.** Indicates that traffic in designated lane must turn left ahead.



**Straight or Right Turn.**  
Indicates that traffic may proceed straight ahead or turn right, but may not turn left.



**Straight or Left Turn.**  
Indicates that traffic may proceed straight ahead or turn left, but may not turn right.



**Right or Left Turn.**  
Indicates that traffic may turn left or right but may not proceed straight



**U-Turn.** Indicates that U-turns are allowed at the next intersection.



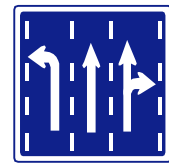
**May Travel Either Direction.** Posted before barriers and traffic islands, this sign indicates the direction in which traffic must proceed. Drivers must pass the obstacle on either side.



**Keep Right.** Posted before barriers and traffic islands, this sign indicates the direction in which traffic must proceed. Drivers must pass the obstacle on the right.



**Keep Left.** Posted before barriers and traffic islands, this sign indicates the direction in which traffic must proceed. Drivers must pass the obstacle on the left.



**Proceeding Direction.**  
Indicates the direction of travel allowed in each lane.



**Bypass.** Indicates the procedure that must be followed to proceed in the direction indicated on the sign.



**Use Snow Tires or Chains.**  
Posted where snow chains are required. When snow chains are on the wheels, the vehicle speed limit is 50 kph



**Safety Zone.** Posted on or before streets increased caution is required. Motor vehicles must yield to pedestrians and children in the street.



**Parking Permitted.**  
Indicates an official parking area.



**Parking for Bicycle.**  
Indicates an official bicycle parking area.



**Road Reserved for Pedestrians.** Indicates areas restricted to and mandatory for pedestrians.



**Pedestrian Crossing.** Indicates pedestrians on or entering the crosswalk have the right-of-way.



**Children Protection Area.** Posted on or before streets on which pedestrians and playing children have priority. Motor vehicles must yield to pedestrians and children playing on this street.



**Bicycle Crossing.** Indicates that cyclists may be crossing the road.



**Unprotected Left Turn.** Indicates that left turns from this lane may proceed when not protected by a left-turn turn signal when traffic conditions for a safe left turn are present.



**One-way Traffic.** Indicates one-way traffic in the direction of the arrow.



**Regular Services Bus Only.** Indicates a road restricted to bus use only.

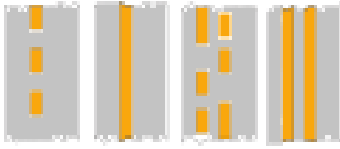


**HOV Lane.** Indicates a road restricted to use by high occupancy vehicles.

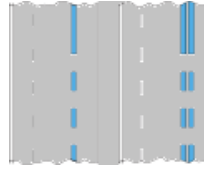


**Priority Traffic.** Indicates that oncoming traffic (red arrow) must yield to traffic traveling in the opposite direction (white arrow).

## Road Markings



**Center Lines.** Used to mark the center of the road. The broken line may be crossed only for passing and only if it can be done safely.



**Exclusive Bus-only lane.** Used to mark lanes for exclusive use by buses.



**Lane Markings.** Used to mark traffic lanes.



**Obstacle in Road.** an obstacle in the road. Vehicles are to remain right of the obstacle.



**Speed Limit.** Indicates the maximum speed allowed in kilometers per hour.



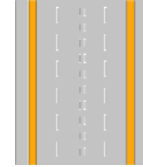
**Speed Limit (Children Protection).** Indicates children present and the maximum speed allowed in kilometers per hour. Motor vehicles must yield to pedestrians and children playing on this street.



**Slow.** Indicates drivers should proceed slowly and with caution.



**No Parking.** Indicates vehicles may not park in areas marked with the dotted yellow line.



**No Parking or Stopping.** Indicates vehicles may not stop or park in areas marked with the solid yellow line.



**No Left Turn.** Indicates that left turns are not allowed at the intersection from this lane.



**No Right Turn.** Indicates that right turns are not allowed at the intersection from this lane.



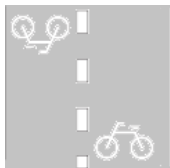
**No Driving Straight (Wrong Way).** Indicates that proceeding straight ahead is not allowed.



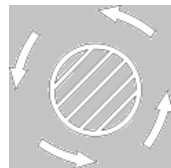
**No Turn.** Indicates that no turns are allowed at the intersection from this lane.



**No U-turn.** Indicates that U-turns are not allowed at the intersection.



**Bicycle Crossing.** Indicates that cyclists may be crossing the road.



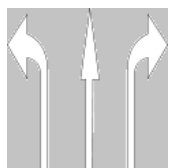
**Driving Direction (Traffic Circle).** Indicates a traffic circle is ahead. Traffic in the circle has the right-of-way. Directional signals are not required when entering, but must be used when exiting the circle.



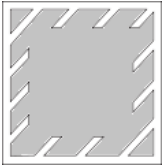
**Driving Direction (Traffic Circle).** Indicates the direction of travel when exiting a traffic circle.



**Crosswalk.** Indicates a pedestrian crosswalk. Pedestrians on or entering the crosswalk have the right-of-way.



**Lane Specific Driving Directions.** Indicates the direction of travel allowed for the designated lane.



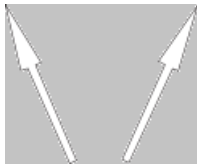
**U-Turn.** Indicates that U-turns are allowed at the next intersection.



**Driving Directions and Destination.** Indicates the direction of travel and destination for the designated lane.



**No Stopping / Do Not Block.** Prohibits the blocking of the area with the road markings. Typically at intersections and in front of fire stations.



**Children Protection Area.** Indicates the area is designated as a Child Protection Zone. Motor vehicles must yield to pedestrians and children playing on this street.



**Drive Slowly.** Indicates drivers should proceed slowly and with caution.



**Yield.** Indicates driver must yield to traffic on the upcoming priority road. If necessary, come to a complete stop to allow traffic on the priority road to clear before proceeding.



**Stop.** Indicates drivers should proceed slowly and with caution.



**Change of Traffic Lanes.** Indicates a change or shift in the traffic lanes in the direction of the arrows.

**Incline Ahead.** Indicates an incline in the roadway ahead.

**Straight in Parking.** Indicates straight-in parking only.

**Angular Parking.** Indicates angular parking only.

**Parallel Parking.** Indicates parallel parking only.

## Assistance Signs



**Towing Zone.**  
Indicates no parking in area and violators will be ticketed and towed.



**End of Restriction.**  
Indicates the end of a restricted zone.



**Child Protection Area (by times).** Indicates designation as a Child Protection Area during the posted times. Motor vehicles must yield to pedestrians and children playing on this street.



**Beware of Road Conditions.** Indicates that areas ahead are slippery and dangerous during periods of rain and snow.



**Maximum Safe Speed.**  
Indicates the maximum safe speed for the roadway in kilometers per hour.



**Start of Designated Zone.** Indicates the left boundary of a designated area identified in the text on the sign. Designated area starts at the distance indicated on the sign.



**Within Designated Zone.** Indicates the left and right boundaries of a designated area identified in the text on the sign. Designated area starts at the distance indicated on the sign.



**End of Designated Zone.** Indicates the right boundary of a designated area identified in the text on the sign. Designated area starts at the distance indicated on the sign.



**Railroad Crossing.**  
Posted at railroad crossings



## **Appendix C**

### **Sample Test Questions and Answers**

#### **General Requirements Driver Test Questions**

1. When registering a Private Motor Vehicle (POV), the applicant must present a DoD Identification Card, proof of ownership, ROK Customs Import Permit, proof of manufactured ROK or proof of prior registration in Korea, USFK Form 134EK, USFK or ROK vehicle inspection certificate, proof of insurance, proof of SOFA status.
  - a. True.
  - b. False.
2. All POVs will undergo a safety inspection before registration.
  - a. True.
  - b. False.
3. The driver of a registered motor vehicle is required to observe which of the following with respect to POV license plates?
  - a. License plates will not be altered.
  - b. License plates will be affixed to the vehicle in the area provided by the manufacturer.
  - c. License plates always must be firmly attached with bolts and screws.
  - d. All of the above.
4. The SOFA CARD form USFK FL 1EK includes all the following information, EXCEPT:
  - a. Korean and English accident information and procedures.
  - b. Emergency telephone numbers.
  - c. Statement of SOFA status.
  - d. A statement that excludes the driver from accident liability.
5. U.S. Forces regulations do not prohibit abandoning a POV.
  - a. True.
  - b. False.
6. Attaching old State license plates or signs to POV license plates is permitted.
  - a. True.
  - b. False.

**7.** The Traffic Point System applies to service members and civilian employees, but does not apply to Family members.

- a. True.
- b. False.

**8.** Whenever a vehicle is parked or stopped adjacent to the roadway, emergency flashers will be used.

- a. True.
- b. False.

**9.** At the scene of an accident, the driver does not have to show his/her driver's license to law enforcement personnel?

- a. True.
- b. False.

**10.** Korean police do not have the authority to require U.S. Forces drivers to pay a fee for minor traffic violations.

- a. True.
- b. False.

**11.** Bus-only lanes on expressways should be considered to be active at all times unless otherwise posted.

- a. True.
- b. False.

**12.** Vehicles REJECTED by a vehicle inspection facility requiring repairs have 30 days to make repairs and can still operate normally during this time.

- a. True.
- b. False.

**13.** Vehicles are considered unsafe if the tires have less than 1/16 inch of tread on any portion of the traction surface.

- a. True.
- b. False.

**14.** Racing slicks and wide tires that extend beyond the fender well are prohibited.

- a. True

- b. False
- 15.** Motor vehicles will be equipped with a muffler in good working order and in constant operation to prevent excessive or unusual noise.
- a. True.
  - b. False.
- 16.** In regards to speed, KPH stands for \_\_\_\_\_.
- a. Kilograms Per Hour.
  - b. Kilometers Per Hour.
  - c. Kilomiles Per Hour.
- 17.** Children 4 years old or children under 45lbs are not required to be in a child restraint system while in a moving vehicle as long as they remain on post.
- a. True.
  - b. False.
- 18.** Signals will be used to indicate an intention to turn, change lanes, or start from a parked position.
- a. True.
  - b. False.
- 19.** What may cause danger to others in road traffic?
- a. A disabled POV with warning devices not placed at a sufficient distance.
  - b. Driving a POV while intoxicated.
  - c. Driving a POV while fatigued.
  - d. All of the above.
- 20.** What should be considered when choosing a safe distance from the vehicle ahead?
- a. Condition of the highway and driving speed.
  - b. Average distance being used by other drivers.
  - c. Both a. and b.
- 21.** While driving, if you observe a child, blind person with a white cane, or an obviously confused or incapacitate person walking on the road you should do which of the following?
- a. Come to a complete stop.

- b. Sound your horn.
- c. Proceed with caution.
- d. All of the above.
- e. None of the above.

**22.** You cannot park your vehicle:

- a. At any place narrow enough to make passing difficult, dangerous, or impossible.
- b. Beside another vehicle parked parallel to the curb or on a roadway shoulder.
- c. On a grassed or seeded area on U.S. military installations unless directed by proper authority.
- d. All of the above.
- e. None of the above.

**23.** When your vehicle becomes disabled and is unable to travel on the expressway, what should you NOT do?

- a. Move the vehicle to the left side of the roadway.
- b. Place a triangular warning sign behind the broken-down car distant enough to be noticed by cars behind, or install red flares to be seen from at least 500m away
- c. Turn on the vehicle's hazard lights (flashers) to provide additional visibility.
- d. All of the above.

**24.** Drivers will not follow another vehicle more closely that is reasonable and prudent and will have due regard for the speed of other vehicles, traffic, and the condition of the highway.

- a. True.
- b. False.

**25.** When should you turn on your headlights?

- a. A half hour before sunset until a half hour after sunrise.
- b. When objects cannot be seen due to inclement weather.
- c. All of the above.
- d. None of the above.

**26.** You should reduce speed by \_\_\_\_ to \_\_\_\_ percent when driving in snow, fog, ice, or rain.

- a. 20 to 50

- b. 30 to 60.
  - c. 40 to 70.
- 27.** When should you pass other vehicles?
- a. On or near the top of steep grades.
  - b. After signaling the intention to pass
  - c. On descending lane on a steep incline.
  - d. On curves.
- 28.** Drivers must pass to the left of a vehicle travelling in the same direction. Safe passing must be accomplished after insuring adequate clearance and speed of the vehicles in front of, to the rear of and oncoming traffic.
- a. True.
  - b. False.
- 29.** At intersections the bus-only lane may have broken or dashed lines where vehicles other than buses may enter the lane to make a right turn or exit the street.
- a. True.
  - b. False.
- 30.** A vehicle may not cross a white dotted or solid lines lane dividers to change lanes.
- a. True.
  - b. False.
- 31.** When a broken white line and a solid white center line appear together, traffic on the broken-line side is permitted to pass.
- a. True.
  - b. False.
- 32.** Directional arrows on the pavement must be followed once the driver has entered a lane that is so marked.
- a. True.
  - b. False.
- 33.** Unless otherwise posted, a speed limit of 100 kilometers per hour (KPH) (62 miles per hour (mph)) applies to all vehicles on all highways and roads in Korea.
- a. True.

- b. False.
- 34.** Under certain circumstances, the maximum speed posted may be too fast for road and traffic conditions.
- a. True.
  - b. False.
- 35.** Unless otherwise posted, the speed limit off-post on a two-lane highway is 70 KPH / 40 MPH (or as posted).
- a. True.
  - b. False.
- 36.** Green means road conditions are \_\_\_\_\_.
- a. Severe.
  - b. Normal.
  - c. More traffic than normal.
  - d. Not passable.
- 37.** Minimum speed limits must be obeyed according to which of the following?
- a. Except where road or traffic conditions make drivers drive more slowly.
  - b. Except when visibility or weather conditions make drivers drive more slowly.
  - c. Both of the above.
- 38.** The Traffic Point System applies to service members, civilians, and family members but not contractors.
- a. True.
  - b. False
- 39.** During a flashing yellow light, drivers may proceed through the intersection while exercising due caution.
- a. True.
  - b. False.
- 40.** Vehicle passing must be completed before coming within \_\_\_\_\_ feet of any approaching vehicle?
- a. 150 feet.

- b. 200 feet.
- c. 250 feet.
- d. 300 feet.

**41.** When passing in the same direction, drivers must return to the right as soon as possible without any consideration.

- a. True.
- b. False.

**42.** A passing vehicle must return to an authorized lane of travel as soon as practicable.

- a. True.
- b. False.

**43.** Speed limits established by the law must be observed.

- a. True.
- b. False.

**44.** Drivers may pass a car on the right when the road is a one-way street.

- a. True.
- b. False.

**45.** All motorcycles and motor scooters are entitled to use the entire lane.

- a. True.
- b. False.

**46.** When is passing another vehicle prohibited?

- a. On or near the top of steep grades.
- b. Descending lane on a steep incline.
- c. In a crosswalk or on a sidewalk.
- d. All of the above

**47.** At intersections without STOP or YIELD signs or traffic signals, if two drivers reach an intersection from different streets at the same time, the vehicle on the wider road has priority. If the roads are of equal widths, then the vehicle on the right that is going straight or turning right has the right-of-way.

- a. True.



- b. False.
- 48.** On a narrow inclined road, the descending vehicle has right-of-way.
  - a. True.
  - b. False.
- 49.** A green signal indicates that a driver may either go straight ahead or turn right.
  - a. True.
  - b. False.
- 50.** All POVs will undergo a safety inspection.
  - a. True.
  - b. False.
- 51.** A driver may disregard the safety of others as long as he or she has the right-of-way.
  - a. True.
  - b. False.
- 52.** If two drivers reach an unmarked intersection from different streets at the same time, the driver of the vehicle on the left must give the right-of-way to the vehicle on the right unless the street of the vehicle on the left is wider than the street of the vehicle on the right.
  - a. True.
  - b. False.

- 53.** What does the driver of vehicle 2 have to do?
- a. Observe the right-of-way of vehicle 1.
  - b. Proceed without stopping.
  - c. Observe the right-of-way of vehicles 1 and 3.



- 54.** Which vehicle has the right-of-way?
- a. Vehicle 1.
  - b. Vehicle 2.
  - c. Vehicle 3.



**55.** Driving while under the influence of drugs or alcohol is prohibited. What is the legal limit of intoxication in Korea?

- a. 0.1% or more of alcohol per 1ml of blood.
- b. 0.03% or more of alcohol per 1 ml of blood.
- c. 0.09% or more of alcohol per 1 ml of blood..

**56.** This sign indicates:

- a. Priority left turn.
- b. Unprotected left turn.
- c. Left turn for buses only.



**57.** When traffic signs are absent, vehicles coming from the right have the right-of-way at intersections, road junctions, and traffic circles.

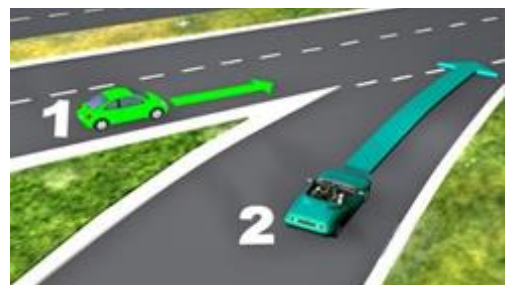
- a. True
- b. False

**58.** On a narrow included road, the ascending vehicle has right-of-way?

- a. True
- b. False

**59.** Which vehicle must yield?

- a. Vehicle 1.
- b. Vehicle 2.



**60.** Which vehicle must wait?

- a. Vehicle 1.
- b. Vehicle 2.



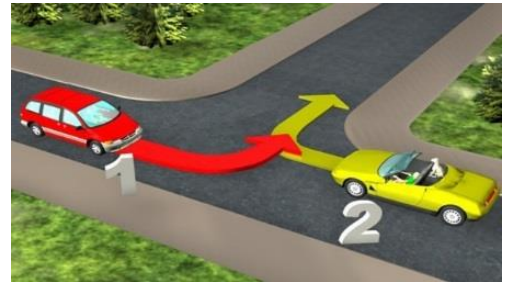
**61.** Vehicle 3 has the right of way because it is already in the traffic circle.

- a. True
- b. False



**62.** When may vehicle 2 turn?

- a. Before vehicle 1.
- b. After vehicle 1.



**63.** What must the driver of vehicle 1 do?

- a. Turn in front of vehicle 3.
- b. Observe the right-of-way of vehicle 3.
- c. Turn in front of vehicle 2.



**64.** For how many years is the USFK Form 134EK valid?

- a. 4 years.
- b. 3 years.
- c. 5 years.

**65.** Which vehicle has the right-of-way when on a hill?

- a. Descending vehicle.
- b. Ascending vehicle.

**66.** Who has the right-of-way on a narrow road either way?

- a. Single occupant vehicle.
- b. Vehicle with cargo or passengers

**67.** When is traffic required to yield by moving as far to the right or left of the road as possible for emergency vehicles?

- a. When the emergency vehicle is seen with lights flashing.

- b. When both the emergency vehicle siren is heard and lights are seen flashing.
- c. When the emergency vehicle has a siren that is heard.

**68.** During a daylight vehicle breakdown, where and at what distance must the triangular warning sign be placed?

- a. 100 meters to the front of the vehicle.
- b. 100 meters behind the vehicle.
- c. Behind the broken-down vehicle at a distance to be noticed by vehicles behind, and install red flares to be seen from at least 500m away.
- d. 200 meters behind the vehicle.

**69.** What must be done if an unaccompanied child or blind person with a cane is walking on the road?

- a. Vehicle must come to a complete stop.
- b. Slow vehicle while continuing to pass.
- c. Unless in crosswalk, proceed.

**70.** The Red X Light means that vehicles will not use the lane shown with the red X signal.

- a. True.
- b. False.

**71.** If all the vehicles arrive at the intersection at the same time, which vehicle is the last to go?

- a. Vehicle 1.
- b. Vehicle 2.
- c. Vehicle 3.



**72.** Which vehicle has the right-of-way?

- a. Vehicle 1.
- b. Vehicle 2.



**73.** Drivers must stay in the marked lanes and may not drive over the lane divider line?

- a. True.

b. False.

**74.** The use of USFK approved earphone/earbuds are permitted while driving on post?

a. True.

b. False.

**75.** Right-of-way laws define who has the right-of-way, always insist on taking the right-of-way.

a. True.

b. False.

**76.** There are off post Driving Under the Influence (DUI) checkpoints throughout Korea and during all hours of the day/night.

a. True.

b. False

**77.** Does vehicle 2 have to wait for vehicle 1 to pass before turning?

a. Yes.

b. No.



**78.** In which order must the vehicles proceed?

a. 3-2-1.

b. 2-1-3.

c. 1-2-3.



**79.** In which order must the vehicles proceed?

a. 2-3-1.

b. 2-1-3.

c. 3-2-1.



**80.** The USFK 134EK is valid for \_\_\_\_\_.

- a. Military.
- b. Family Members.
- c. DoD Civilians.
- d. All of the above.

**81.** At intersections without STOP or YIELD signs or traffic signals, which driver has the right-of-way?

- a. The second vehicle in the intersection should be allowed to go ahead.
- b. If two drivers reach an intersection from different streets at the same time, the driver of the vehicle on the left must give the right-of-way to the vehicle on the right.
- c. If two drivers reach an intersection from different streets at the same time, the driver of the vehicle on the right must give the right-of-way to the vehicle on the left.

**82.** Outside of city-limits, U-turns are authorized only at intersections where designated signs are posted.

- a. True.
- b. False.

**83.** Drivers must use the directional signal when:

- a. Changing lanes, drivers must use directional signal at least 30 meters prior to turning (except on expressway).
- b. Passing, drivers must use directional signal, and then pass safely using the left lane (passing lane).
- c. Passing, on the expressway, directional signals are used to indicate a change, either to enter the passing lane or the travelling lane.
- d. All of the above.

**84.** When an authorized emergency vehicle approaches, with a siren or flashing light on post or off post, all traffic is required to:

- a. Stop immediately even if vehicle is in the middle of an intersection.
- b. Yield the right-of-way by moving as far to the right or far left side of the road as possible (depending upon your location) and stopping until emergency vehicle has passed.
- c. Regardless of your location on the roadway, use right directional signal and move as far right as possible and stop until emergency vehicle has passed.
- d. All of the above.

**85.** At intersections, when is unprotected left turn authorized?

- a. At any time when there is sufficient clearance between you and the opposing traffic.
- b. Only when the pertinent sign is installed, your signal is GREEN, and there is sufficient clearance between you and the opposing traffic.
- c. At any time as long as you use the directional signal and when there is sufficient clearance between you and the opposing traffic.

**86.** On expressways, drivers must use directional signal at least \_\_\_\_ before turning or changing lanes?

- a. 30 meters.
- b. 50 meters.
- c. 70 meters.
- d. 100 meters.

**87.** Vehicles turning left must do so from the left hand edge of the lane, closest to the centerline and from the center point intersection.

- a. True.
- b. False.

**88.** On a narrow inclined road, the ascending vehicle has the right-of-way and descending vehicle must pull over to the right.

- a. True.
- b. False.

**89.** Which is a prohibited parking area?

- a. On a sidewalk.
- b. In a crosswalk.
- c. In front of driveways.
- d. All of the above.

**90.** Parking is prohibited within \_\_\_\_ of a fire hydrant, crosswalk, bus stop or intersection.

- a. 20 feet.
- b. 15 feet.
- c. 10 feet.

**91.** When leaving a vehicle drivers must do the following:

- a. Make sure the motor is turned off.
  - b. Make sure the parking brake is set
  - c. Make sure the motor is turned off, parking brake is set, and vehicle is locked.
- 92.** Wearing headphones, earphones, or other listening devices is NOT prohibited while driving?
- a. True.
  - b. False.
- 93.** U.S. and Republic of Korea (ROK) laws require the driver to wear a seatbelt?
- a. True.
  - b. False.
- 94.** Procedures for off post accidents do not require the driver to stop and report the accident.
- a. True.
  - b. False.
- 95.** During an accident, if you encounter language problems with Koreans and need assistance communicating, show your \_\_\_\_\_.
- a. SOFA Card and USFK FL 1EK.
  - b. Official Passport.
  - c. DoD ID Card.
- 96.** Seatbelts are mandatory when driving and riding both on and off post.
- a. True.
  - b. False.
- 97.** POVs may be left unattended and unlocked if no property of value is left in plain view.
- a. True.
  - b. False.
- 98.** A driver is required to warn approaching traffic when his or her vehicle is stopped for any reason on any road.
- a. True.
  - b. False.



**99.** A driver should slow down when going in and out of a tunnel because your vision needs to adjust to the change in lighting?

- a. True.
- b. False.

**100.** Drivers will ensure that their passengers \_\_\_\_\_?

- a. Obtain a driver's license or permit.
- b. Determine the route of travel.
- c. Wear installed seatbelts.

**101.** Which case is relieved from criminal liability?

- a. Causing a fatal accident.
- b. Driving without a driver's license
- c. Driving under the influence of alcohol or drugs.
- d. A & C only.
- e. None of the above.

**102.** Which statement is true about Civil Liability?

a. A driver is liable for any deaths, personal injuries and property damage resulting from an accident where the driver is responsible.

b. A driver is never liable for any deaths, personal injuries, and property damage resulting from an accident where the driver is responsible.

c. A driver is liable for any personal injuries and property damage but not deaths resulting from an accident where the driver is responsible.

**103.** A person who is involved in a traffic accident and flees the scene is criminally liable and may be prosecuted.

- a. True.
- b. False.

**104.** When are drivers required to switch on headlights?

- a. At night.
- b. When weather conditions require it.
- c. When driving through fog.

- d. All of the above.
- 105.** When driving through fog, it is best to use low beams?
- a. True.
  - b. False.
- 106.** When are drivers allowed to use the parking lights?
- a. When a vehicle is stopped on the roadway during the day.
  - b. When a vehicle is parked on the roadway at night.
  - c. When there is adequate street lighting.
- 107.** Every motor vehicle must have headlights with high beam and low beam capability.
- a. True.
  - b. False.
- 108.** When either nighttime or daytime visibility is substantially reduced by fog, rain, or snowfall, use of low-beam headlights is required.
- a. True.
  - b. False.
- 109.** The Vehicle operator should reduce speed by 20-50 percent when driving in?
- a. Ice/Snow.
  - b. Fog.
  - c. Rain.
  - d. All of the above
- 110.** USFK members, including military members, DoD civilians, and family members, are NOT subject to Korean motor vehicle laws.
- a. True.
  - b. False.
- 111.** Vehicle operators must pay strict attention while driving. As such, vehicle operators are prohibited from:
- a. Wearing headsets, headphones, or earbuds while operating a motor vehicle, bicycle, or PTD.
  - b. Using a Mobile Personal Electronic Device or other similar devices for the specific purpose

of sending or reading text or e-mail message while driving.

c. Using a hands-free mobile phone device (except those that require an earphone) while driving.

d. Both a and b above.

**112.** Stopping (except in emergencies or in designated parking areas), making U-turns, and backing up are prohibited on expressways.

a. True.

b. False.

**113.** If a driver misses an expressway exit, the driver must drive to the next exit and use the overpass or underpass.

a. True.

b. False.

**114.** What will be used to indicate an intention to turn or change lanes?

a. Signals.

b. Low Beams.

c. High Beams.

**115.** Drivers in Korea on SOFA status are given special privileges and may drive in the designated bus-only lane on the expressway.

a. True.

b. False.

**116.** Vehicles are prohibited from parking on bridges.

a. True.

b. False.

**117.** It is acceptable to pass the shuttle bus when it is loading or unloading passengers on a U.S. installation.

a. True.

b. False.

**118.** What must a driver do when approaching a railroad crossing without a warning cross?

a. Approach with caution and look both directions for approaching trains.

- b. Listen for sounds that indicate an approaching train.
  - c. Both of the above.
- 119.** When are drivers required to wait at a railroad crossing?
- a. When there is a flashing red light.
  - b. When a train has just passed.
  - c. When there is more than one track.
- 120.** When may drivers cross the tracks of an unguarded railroad crossing marked by a flashing light when a train has just passed?
- a. As soon as the train clears the crossing.
  - b. When the flashing red light goes out.
  - c. When the flashing green light goes on.
- 121.** Crossing railway tracks is forbidden when:
- a. A train is approaching
  - b. The expected approach of a train is indicated by a flashing light or other visible or audible signal
  - c. Crossing-gates are closed or in motion
  - d. An attendant waves a red-and-white flag
  - e. All of the above
- 122.** On or off post, what must a driver do when approaching a school or shuttle bus loading or unloading passengers?
- a. Slow down and pass with caution.
  - b. Stop, regardless of whether or not approaching or following the bus, and do not continue until the bus begins to move again.
  - c. Stop only if the bus is on the driver's side of the road.
- 123.** Stops are not required at a crossing where flagman directs traffic to proceed.
- a. True.
  - b. False.
- 124.** Parking on railroad tracks is illegal.
- a. True.

b. False.

**125.** When a vehicle is disabled and unable to travel on the expressway, the driver should move the vehicle to the left side of the roadway?

a. True.

b. False.

**126.** Under what conditions may drivers pass vehicles stopped to yield to pedestrians in a roadway?

a. If there are not pedestrians in the roadway.

b. None. Drivers will not pass vehicles stopped to yield to pedestrians in a roadway.

**127.** When traffic control signals are not in place or not in operation, a driver must yield the right-of-way and slow down or stop to yield to a pedestrian crossing the roadway within a crosswalk?

a. True.

b. False.

**128.** Drivers are responsible to abide by Korean Law and posted speed limits?

a. True.

b. False.

**129.** Drivers will slow down and prepare to stop when approaching a stopped vehicle near a crosswalk.

a. True.

b. False.

**130.** The light is green. What must the driver do?

a. Wait and permit the pedestrians to cross.

b. Urge the pedestrians to hurry by honking the horn.

c. Keep moving, because the pedestrians must wait.



**131.** Provided there is no sign for unprotected left turn, a driver may go straight or turn left on a green circular traffic light.

a. True.

b. False.



**132.** When approaching a congested intersection and the light is green, the driver should do which of the following?

- a. Proceed across the intersection with caution.
- b. Stop before the intersection until the intersection is clear.
- c. Proceed across the intersection, flashing headlights to warn other vehicles.

**133.** Refusal to undergo a blood alcohol content (BAC) test when requested to do so by law enforcement officials will result in revocation of driving privileges.

- a. True.
- b. False.

**134.** What besides alcohol may impair a person's ability to drive safely?

- a. Fatigue.
- b. Medication.
- c. Both of the above.

**135.** Which vehicle must wait?

- a. Vehicle 1.
- b. Vehicle 2.
- c. Vehicle 3.
- d. Vehicles 1 and 3.



**136.** When a yellow light is flashing at an intersection, the driver must do what?

- a. Approach cautiously and yield the right-of-way if necessary.
- b. Wait until the light changes.
- c. Always stop.

**137.** What must the driver do when approaching an intersection and seeing the traffic light turn from green to yellow?

- a. Increase speed to get through the intersection before the light turns red.
- b. Stop.
- c. Slow down and prepare to stop if this can be done without endangering vehicles to the rear.

**138.** On U.S. Installations when school buses and shuttle buses are loading and unloading passengers, vehicles travelling in either direction must STOP.

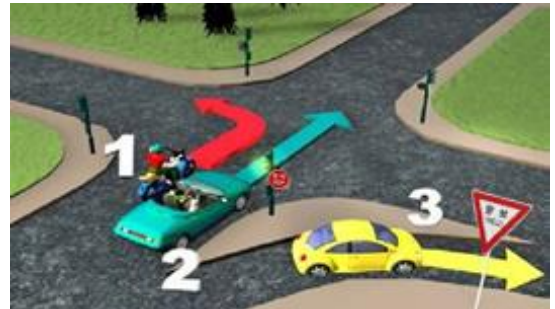
- a. True.
- b. False.

**139.** A police officer controls traffic at an intersection and the traffic lights are in operation. Which signals must drivers obey?

- a. The police officer's.
- b. The traffic lights.
- c. Neither, because the "right-before-left" rule applies in both cases.

**140.** The yellow light is flashing. Which vehicles have to stop?

- a. Vehicles 1 and 2.
- b. Vehicles 2 and 3.
- c. Vehicles 1 and 3.



**141.** Which vehicles may proceed?

- a. Vehicles 1 and 2.
- b. Vehicles 2 and 3.
- c. Vehicles 1 and 3.



**142.** The illustration shows a signal that indicates the driver may proceed in which direction?

- a. To the right.
- b. To the left.
- c. Straight ahead.
- d. Both a & c.



**143.** In this situation, drivers may do what?

- a. Turn left only.
- b. Proceed straight ahead or turn left.
- c. Turn left after traffic clears



**144.** A driver who notices that an emergency vehicle (for example, ambulance, fire truck, police car) is approaching should do which of the following?

- a. Drive to the extreme right and stop.
- b. Ensure you don't stop at an intersection.
- c. Both of the above.

**145.** Drivers can only make U-turns at intersections where designated signs or lane markings are posted?

- a. True.
- b. False.

**146.** Which vehicle has to wait?

- a. Vehicle 1.
- b. Vehicle 2.



**147.** Drunk driving is a felony in Korea and may result in imprisonment.

- a. True.
- b. False.



## General Requirements Driver Test Answers

|       |       |        |       |        |        |        |
|-------|-------|--------|-------|--------|--------|--------|
| 1. a  | 22. d | 43. a  | 64. c | 85. b  | 106. b | 127. a |
| 2. a  | 23. a | 44. a  | 65. a | 86. d  | 107. a | 128. a |
| 3. d  | 24. a | 45. a  | 66. b | 87. a  | 108. a | 129. a |
| 4. d  | 25. c | 46. d. | 67. b | 88. b  | 109. d | 130. a |
| 5. b  | 26. a | 47. a  | 68. b | 89. d  | 110. b | 131. b |
| 6. b  | 27. b | 48. a  | 69. a | 90. a. | 111. d | 132. b |
| 7. b  | 28. a | 49. a  | 70. a | 91. c  | 112. a | 133. a |
| 8. a  | 29. a | 50. a  | 71. b | 92. b  | 113. a | 134. c |
| 9. b  | 30. b | 51. b  | 72. b | 93. a  | 114. a | 135. d |
| 10. b | 31. a | 52. a  | 73. a | 94. b  | 115. b | 136. a |
| 11. a | 32. a | 53. b  | 74. b | 95. a  | 116. a | 137. c |
| 12. b | 33. b | 54. c  | 75. b | 96. a  | 117. b | 138. a |
| 13. a | 34. a | 55. b  | 76. a | 97. b  | 118. c | 139. a |
| 14. a | 35. b | 56. b  | 77. a | 98. a  | 119. a | 140. a |
| 15. a | 36. b | 57. a  | 78. b | 99. a  | 120. b | 141. b |
| 16. b | 37. c | 58. b  | 79. c | 100. c | 121. e | 142. d |
| 17. b | 38. b | 59. b  | 80. d | 101. e | 122. b | 143. a |
| 18. a | 39. a | 60. a  | 81. b | 102. a | 123. a | 144. c |
| 19. d | 40. b | 61. a  | 82. a | 103. a | 124. a | 145. a |
| 20. a | 41. b | 62. a  | 83. d | 104. d | 125. b | 146. b |
| 21. d | 42. a | 63. b  | 84. b | 105. a | 126. b | 147. a |

**Appendix D**  
**Driver's Assistance Request**

| Useful Sentences   | (Check)                  | Korean                      |
|--|--------------------------|-----------------------------|
| Please help me.  | <input type="checkbox"/> | 좀 도와주십시오.                   |
| Please notify the military police of my accident.        | <input type="checkbox"/> | 저의 사고를 헌병에게 알려 주십시오.        |
| Personnel have been injured and need medical aid.        | <input type="checkbox"/> | 부상당한 사람이 있어 구급조치가 필요합니다.    |
| We need assistance from U.S. service members.            | <input type="checkbox"/> | 미군 요원의 도움이 필요합니다.           |
| Which direction is ____?                                 | <input type="checkbox"/> | ____ 이 어느방향입니까?             |
| Where is gasoline station?                               | <input type="checkbox"/> | 주유소는 어디에 있습니까?              |
| We need water.   | <input type="checkbox"/> | 물이 필요합니다.                   |
| We need gasoline/diesel.                                 | <input type="checkbox"/> | 휘발유/디젤이 필요합니다.              |
| Maintenance assistance is required.                      | <input type="checkbox"/> | 차량 정비에 도움이 필요합니다.           |
| We have a minor maintenance problem but will leave soon. | <input type="checkbox"/> | 정비상 약간의 문제가 있습니다만 곧 떠나겠습니다. |
| We need a tow truck from U.S. forces.                    | <input type="checkbox"/> | 미군 부대의 견인차가 필요합니다.          |
| Please help me call this number ____                     | <input type="checkbox"/> | ____로 전화할 수 있도록 도와주십시오.     |
| Where is a telephone?                                    | <input type="checkbox"/> | 전화는 어디에 있습니까?               |
| May I use your telephone?                                | <input type="checkbox"/> | 전화 좀 쓸 수 있겠습니까?             |
| How much do I owe you?                                   | <input type="checkbox"/> | 얼마를 드리면 되겠습니까?              |
| My name is ____  | <input type="checkbox"/> | 저의 이름은 ____                 |
| My car will not operate.                                 | <input type="checkbox"/> | 저의 차가 고장 났습니다.              |
| May I park here?   | <input type="checkbox"/> | 여기에 주차해도 되겠습니까?             |
| How can I contact you later?                             | <input type="checkbox"/> | 제가 다음에 연락 할수 있도록            |
| Please write a note for me.                              | <input type="checkbox"/> | 연락처를 좀 적어 주십시오.             |
| Thank you very much for your help.<br>(Gamsa Hammnida)   | <input type="checkbox"/> | 도와 주셔서 대단히 감사합니다.           |

## **Glossary**

### **Section I. Abbreviations**

|          |  |
|----------|--|
| AF       | Air Force  |
| AAFES-K  | Army and Air Force Exchange Service-Korea        |
| AFI      | Air Force instruction                            |
| AR       | Army regulation                                  |
| BAC      | blood alcohol content                            |
| cc       | cubic centimeter                                 |
| COR      | Contracting Office Representative                |
| DEROS    | Date Eligible for Return from Overseas           |
| DES      | Directorate of Emergency Services                |
| DoD      | Department of Defense                            |
| HMMWV    | High Mobility Multipurpose Wheeled Vehicle       |
| IAW      | In accordance with                               |
| ID       | Identification                                   |
| ITO      | Installation Transportation Office               |
| JUSMAG-K | Joint United States Military Affairs Group-Korea |
| KPH      | Kilometer per hour                               |
| MP       | Military police                                  |
| MPG      | Miles per gallon                                 |
| MPH      | Miles per hour                                   |
| NAF      | Non-appropriated Fund                            |
| PM       | Provost Marshal                                  |
| PMCS     | preventive maintenance checks and services       |
| POV      | privately owned vehicle                          |
| PTD      | Personal transportation device                   |
| ROK      | Republic of Korea                                |
| SF       | Security Forces                                  |
| SOFA     | Status of Forces Agreement                       |
| TDY      | Temporary duty                                   |
| UCMJ     | Uniform Code of Military Justice                 |
| U.S.     | United States                                    |
| USAG     | United States Army Garrison                      |
| USFK     | United States Forces Korea                       |

## **Section II. Definition of Terms**

**Bicycle.** Any two or three wheel device having operative capability by human propulsion (pedals). Device may or may not include a powered electric or internal combustion motor that propels the device at a maximum speed of not more than 60 kilometers per hour on level ground.

**Bus.** Every motor vehicle designated to carry more than 10 passengers when used to transport persons; every motor vehicle other than a taxicab, designed and used to transport persons for compensation.

**Chauffeur.** An employee hired or authorized to operate a USFK registered POV to accomplish official or personal business of the sponsoring individual or agency. A personal chauffeur is an employee hired to operate a motor vehicle in a non-business capacity.

**Convoy.** A formation of military tactical vehicles that contains at least one (1) tracked vehicle, or five (5) wheeled vehicles, but less than 25 vehicles with a lead and trail vehicle. All convoys require a certified convoy commander.

**Driver.** Primary operator of a military vehicle. Drivers will be properly licensed on the vehicle they are operating.

**Driver's license.** License or permit to operate a motor vehicle used under, or granted by, the laws of the U.S., the ROK, a foreign government, or this regulation.

**Government Motor Vehicle.** A motor vehicle designed for highway, land operations, or both which is owned, rented, or leased by DoD or service component. This includes non-tactical vehicles and both wheeled and tracked tactical vehicles. This also includes vehicles owned, rented, or leased by NAF activities of the service component and DoD.

**Hours of darkness.** From 30 minutes before sunset to 30 minutes after sunrise.

**Motorcycle.** A motor vehicle with motive power having a seat or saddle for the use of the rider and designed to travel on not more than three wheels in contact with the ground and having an engine size greater than 125 cubic centimeters.

**Motor Scooter.** A motor vehicle with motive power having a seat or saddle for the use of the rider and designed to travel on not more than three wheels in contact with the ground and having an engine size less than or equal to 125 cubic centimeters.

**Official Traffic Control Devices.** All signs, signals, markings, lights, and devices placed or erected by ROK or U.S. authorities to regulate, warn or guide traffic.

**Personal Transportation Device (PTD):** A vehicle designed to transport personnel but not registered as a motor vehicle, motorcycle, or motor scooter that propels the device at a maximum speed of not more than 60 kilometers per hour on level ground. These devices include powered electric or motorized transportation devices such as Segway, Mini-Segway, powered electric or motorized scooter, and other powered electric or motorized vehicles upon or by which any person may be transported and used upon a USFK or Korean roadway, bike lane, or bike path. This term shall not include a device which is designed for and intended to be used as a means of transportation for a person with a mobility impairment, or who uses the device for mobility enhancement, is suitable for use both inside and outside a building, including on sidewalks, and is

limited by design to 15 miles per hour when the device is being operated by a person with a mobility impairment, or who uses the device solely for mobility enhancement.

**Play Vehicle:** A motorized or non-motorized unicycles / monocycles (Ryono, Airwheel or Mobbo), powered or motorized skateboards, hoverboards, and other powered or motorized devices not equipped with a hand-operated steering device. Other items include but are not limited to motorized small scale vehicles designed to transport children, be operated by children, or to be remotely controlled by another person, motorized and non-motorized roller blades, roller skates, shoes with retractable wheels, and children's bicycles, tricycles, and Big Wheels not intended for use on public roadways.

**Private Motor Vehicle.** A motor vehicle designed for highway use which is not owned, rented, or leased by DoD or service component. This includes individually owned vehicles, corporate owned vehicles, and commercial vehicles (e.g. Cargo trucks, buses, taxis, etc.).

**Railroad Sign or Signal.** Any sign, signal, or device erected by the ROK or U.S. authorities to give notice of the presence of railroad tracks or the approach of a railroad train.

**School Bus.** Every motor vehicle clearly marked as a school bus used to transport students to or from school or in connection with school activities. (Does not include buses operate by a common carriers in urban transportation of school children.)

**Senior Occupant.** The senior occupant is highest-ranking Service Member in a military vehicle and normally serves as an assistant driver or VC. The senior occupant may also serve as the driver. They have overall responsibility for the safe movement of the vehicle. Under most circumstances, the senior occupant and the VC are the same person. The only time this will not be the same person is, if the senior occupant is not certified under the unit's VC certification program.

**Sponsor.** Any member of the U.S. Armed Forces on active duty, members of the civilian component, employee of an invited contractor, or technical representative.

**Tactical Vehicle.** A GOV used primarily off the roadway in support of military operations and training events. For example, an M880 would be considered a tactical vehicle when operated during a training exercise but would not be considered a tactical vehicle during an office administrative run.

**Training Routes.** Highways, roads, or trails running through, and within the confines of the training area or MRA, that are used to conduct training movements. The principle route between a MRA and the Range and Training Area it services is considered to be a training route. By their nature, training areas are generally in remote or semi-remote areas and roadways and trails within them are maintained to a lesser standard than those found outside of these areas. As such, roads in these areas normally do not have shoulders, may have buildings and homes along their edges, are highly convoluted, and are the only source over which people, farm implements, or vehicles can travel.

**USFK Area/Installation Commander.** Those bases, installations, and facility commands as outlined in USFK Regulation 10-2.

**U.S. Forces Personnel.** U.S. service members and DoD civilian employees, to include non-appropriated fund employees, assigned to or employed by U.S. Forces Korea or a service component or DoD agency assigned to the Korean theater of operations. Family members authorized to accompany those listed above are also included in this definition.