

# Yongsan Motorcycle Club



**“Riding in Korea”**

**Motorcycle  
Mentorship  
Program (MMP)**

SPONSORED BY:



**YONGSAN MOTORCYCLE CLUB  
PRIVATE ORGANIZATION  
AREA II, Support Activity  
APO AP 96205-5237**

**YMC MMP  
1st Edition**

**1 August 2006**

**Yongsan Motorcycle Club (Roaddragons)  
MOTORCYCLE MENTORSHIP PROGRAM**

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## **SECTION I - INTRODUCTION**

**1. INTRODUCTION.** The Yongsan Motorcycle Club (YMC) is an Area II Private Organization approved by the Area II Commander. YMC follows the U.S. Motorcycle Safety Foundation (MSF) program and has developed a Motorcycle Mentorship Program (MMP) that supports safe and responsible operation of motorized two and three wheeled vehicles. Currently the Army's Combat Readiness Center (CRC), formerly known as the Army Safety Center, uses YMC as the model for other Army motorcycle clubs to emulate. All YMC members must have a Motorcycle Safety Foundation (MSF) rider-course completion card, a motorcycle endorsement on their USFK license, maintain insurance as required by Korean and US law, and comply with the YMC Motorcycle Mentorship Program (MMP), YMC By-Laws, and YMC Constitution. There are ten YMC officers elected annually to manage the MMP and other club functions. These officers consist of the President, Vice President, Secretary, Road Captain, Road Lt's (2), Logistics Officer, Safety-Maintenance Officer, Webmaster, and Historian. YMC officers ensure the MMP is adhered to, and that YMC rides safely and responsibly. YMC has over 100 members worldwide with about 60 active members in Korea comprised of soldiers, retired military, civilians, contractors, family members, Koreans, and other foreigners.

**2. MISSION STATEMENT.** YMC adheres to, and implements for members a Club MMP which fully supports CRC's MMP directives to further enhance safe and enjoyable riding throughout Korea.

**3. PURPOSE.** YMC's primary charter is to promote safe and responsible motorcycle riding. As such, the Club has developed a MMP that provides a supportive environment for both inexperienced and seasoned riders focused on riding responsibly. YMC provides mentors to educate and certify New Riders, and improve the riding skills of existing Club members. New Rider mentorship objectives are oriented towards riding safely in Korea, both as an individual rider and while riding as part of YMC-group formations. Seasoned riders also receive instruction on organizing and supervising large motorcycle rides and events while ensuring all riders experience a safe and enjoyable motorcycling experience. The YMC's MMP also provides a forum for continuous motorcycle education and safety awareness by conducting mentorship training seminars to improve all riding skill levels. The YMC leadership will stay abreast of all CRC "Safe Motorcycle Riding" updates and educate riders on Composite Risk Management (CRM). Additionally, YMC focuses on, and conducts motorcycle buyer's and maintenance clinics. YMC conducts special events in support of MMP initiatives to benefit the local military community to include; local Orphanages, Korean events, and rides with other motorcycle clubs. Additionally, YMC supports numerous military community events such as 4<sup>th</sup> of July and Columbus Day parades, Area II Auto-Bike Show, CFC Organization Day, and the Veteran's Day ride. Korean community supported events include sponsoring an orphanage and participating in the KARP (Korean Association of Retired Persons) and the HI-Seoul City Festival.

**4. APPLICABILITY.** This handbook applies to all persons who operate a motorcycle and are active members of the Yongsan Motorcycle Club.

**5. REFERENCES.** All references are listed in the Appendices.

**6. ABBREVIATIONS.** Abbreviations used in the handbook are explained in the glossary.

**7. ENFORCEMENT.** This handbook is a guide used by the Yongsan Motorcycle Club for safe motorcycle riding in Korea. All active members will comply with the rules and regulations governing motorcycle riding in Korea. Infractions or violations of this handbook will be brought before the members for any adverse actions.

**8. RESPONSIBILITIES.** Strategic, Operational, and Tactical roles responsibilities and tasks are as follows:

a. Headquarters U.S. Army Combat Readiness Center (USACRC) will—  
lead concept development.

- (1) Develop and publish example mentor criteria.
- (2) Coordinate with federal, DoD and national motorcycle safety organizations.

b. Media and Marketing (M&M) – PAO:

(1) Formulate and implement communications plan to include internal information,  
media.

- (2) Relations and community relations.
- (3) Assist in concept development.
- (4) Assist in formulation of communications plan.

c. Motorcycle Safety Foundation (MSF):

- (1) Provide subject matter expertise.
- (2) Develop required training and support materials.

d. IMA & MACOMs:

- (1) Support program requirements (IAW AR 210-22).
- (2) Supplement policy as needed.
- (3) Evaluate motorcycle safety program management.

e. Installation -Commanders:

- (1) Support and promote motorcycle clubs as private organizations (IAW AR 210-22).
- (2) Evaluate implemented club(s) to determine their positive or negative contributions.

f. Unit Commanders:

- (1) Support and promote unit level motorcycle clubs (IAW AR 210-22).
- (2) Encourage club activities to reinforce positive training, mentorship and riding.
- (3) Manage required traffic enforcement and safety programs with support from club(s).
- (4) Identify when club(s) are making both positive and negative contributions.

g. Motorcycle Rider Clubs (Private Organization):

- (1) Serve as force multiplier for commander's mishap reduction efforts. For example they may:
  - (2) Act as a forum for education, awareness, and seasonal campaigns.
  - (3) Conduct mentorship training seminars.
  - (4) Conduct motorcycle maintenance seminars.
  - (5) Conduct motorcycle buyer's clinics.
  - (6) Promote environment that fosters responsible riding and enjoyment.
  - (7) Organized by unit affiliation or riding style: sport, cruiser, touring, etc.
  - (8) Host group rides and rallies.
  - (9) Maintain route files for group rides.
  - (10) Educate riders on Composite Risk Management (CRM) with the focus on safe motorcycle riding.

h. Motorcycle Operators:

- (1) Comply with installation, local, state, Army and host nation requirements.
- (2) Support unit motorcycle safety efforts.
- (3) Encourage participation in the motorcycle club(s).
- (4) May hold leadership position within the motorcycle club.
- (5) Employ composite risk management principles.

(6) Participants should encourage a mentoring atmosphere emphasizing skilled, responsible, and positive riding experiences.

i. Installation Level Activities:

(1) Safety Office

(a) Encourage motorcycle club(s) to participate in the traffic safety program by being a conduit for positive education, mentorship, publicity, and awareness for the riding community.

(b) Communicate with club leadership on local risk areas and concerns.

(2) MWR:

(a) Actively support and promote motorcycle clubs. (IAW AR 210-22).

(b) Provide information on requirement to establish voluntary clubs IAW AR 210-22.

(c) Assist in increasing awareness of voluntary motorcycle club.

(d) Support commanders' mishap prevention efforts IAW applicable guidance.

(3) PAO: Promote program:

Internal information, media relations and community relations, based on installation commander's approval.

(4) SJA:

(a) Review legal aspects of installation level efforts and initiatives.

(b) Review club by-laws for legal sufficiency.

(5) Community Enablers:

(a) Local/state law enforcement: information, awareness and motorcycle rodeos.

(b) Local motorcycle dealers and club.

(c) Local media.

**9. ENDSTATE.** YMC's MMP promotes a safe riding experience for all members while enhancing individual rider skills IAW applicable safety policies and CRC directed MMP guidelines. The YMC MMP encourages members to always exhibit professional conduct and serve as force

multipliers which support the Area II Commander's "Motorcycle Safety Accident Prevention Program," and the recently approved Department of the Army MMP. YMC works closely with the ASA II Safety Office and participates in the Area II Traffic Safety Program emphasizing positive education, mentorship, publicity, and awareness for the riding community. YMC is in support of the Area II command's emphasis on "riding safely" and continuing to foster Korean and American relations. By fully supporting these endeavors, YMC strives to make riding in Korea a more safe and enjoyable experience for all motorcyclists. Additional information on the MMP and other YMC information are available on the YMC website @ <http://www.roaddragons.com/mmp> or via e-mail at [ymc\\_roaddragons@yahoo.com](mailto:ymc_roaddragons@yahoo.com).

## **SECTION II -YONGSAN MOTORCYCLE CLUB**

### **10. MEMBERSHIP**

#### a. Active Member:

- (1) Any individual who is federal employee, civilian or military.
- (2) Assigned to the United States Forces Korea.
- (3) A U.S. Citizen not affiliated with USFK, e.g., retired, employed by Korean firm or corporation.
- (4) A foreign national sponsored by an active member,

and is an operator of any motorcycle above a 400cc engine. To remain active, members must attend at least one general meeting every quarter in a calendar year, with the exception of a permanent change of station. An active member is authorized to vote upon and discuss all matters in which the member has interests. All active members prior to 1 January 2006 who meet the requirements above, and are accepted in by general membership will continue to be active members.

b. Associate Member: Any individual who accompanies an active member and attends at least one general meeting every quarter in a calendar year. An associate member is authorized to vote upon and discuss all matters in which the member has interests. No active member can sponsor more than two associate members.

c. New Member: Any new member who seeks to become an Active Member and meets 10. a(1)-(4) above and is willing to complete the YMC Mentorship Program. The Safety Officer will appoint a mentor based on concurrence from the President, Vice President and Road Captain. Once the new rider has successfully completed three rides with the standards outlined in the mentorship ride checklist and has complied with all other requirements, the mentor will notify the Club Officers that the new rider has meet all requirements for active membership. The President at the next scheduled meeting will notify club members of the successful completion of the program by the new member, and will recognize the new rider as an active member of YMC.

d. Honorary Member: May be extended to any person with a simple majority vote of the active members present at any membership meeting, except as mentioned below. Such membership shall be restricted to individuals who have taken positive actions that support the YMC's principles, purposes, and objectives. Said members are not authorized to vote.

e. Inactive Member: Any individual mentioned above, whose is no longer assigned to USFK, but requests to stay on the inactive roster and distribution list. An inactive member is not authorized to vote nor make any motions. However, an inactive member may present information that may be critical to the YMC during debates if approved by the President. Individuals will be notified prior to being placed on the inactive member roster.

## **11. NEW RIDER ORIENTATION**

Any new rider wishing membership in the Yongsan Motorcycle Club will;

- (1) Participate in the Motorcycle Membership Program in Section III.
- (2) Read the Yongsan Motorcycle Club By Laws and Constitution.
- (3) Provide an emergency data card.
- (4) Be assigned a mentor/alternate who rides a similar class motorcycle.

## **SECTION III - MOTORCYCLE MENTORSHIP PROGRAM (MMP)**

### **12. MENTOR REQUIREMENTS**

#### a. Identifying eligible mentors:

- (1) Individual must want to be a mentor.
- (2) A sincere desire to help reduce motorcycle accidents, injuries, and deaths.
- (3) Individual must be a member of YMC and participate in the club's Motorcycle Mentorship Program; and meet all USFK licensing and registration requirements.
- (4) Must show intermediate to advanced motorcycle skills and have at least 5 years of motorcycle riding experience.
- (5) Must be of proper character and display sound judgment.
- (6) Able to properly read, interpret, explain and advise in layman's terms all associated safety and riding concepts.

#### b. Mentor Qualifications:

- (1) Must ride a 400cc motorcycle or larger and have operated the motorcycle in Korea for a period of one or more years.
- (2) Must currently ride on a frequent, routine basis and have accumulated at least 1500 miles or more on Korean roads and highways.
- (3) Should have several years of varied riding experience and be familiar with navigating in Korea.
- (4) As a mentor, must have good communication skills and be called upon to help mentor new riders to Korea.
- (5) Has read and understands the Motorcycle Mentorship Program and associated references.
- (6) Be recommend by a club member and supported by the Safety Officer.

### **13. MENTOR TRAINING**

a. Have attended the Experience Riders Course (ERC), recognized by the Motorcycle Safety Foundation within one year.

b. At a minimum, view all related videos at [www.msf-usa.org](http://www.msf-usa.org) on mentoring, RiderCoach and complete the Motorcycle Challenge.

- c. Attend at least 3 general YMC meeting every quarter.
- d. Attend and participate in at least two quarterly maintenance/safety days sponsored by YMC.

#### **14. ASSIGNING A MENTOR**

- a. Safety Officer will identify new riders.
  - (1) Determine level of experience.
  - (2) Based on experience, type of motorcycle and general training needs, recommends to the Club Officers two choices for mentor assignment.
- b. A majority of the Club Officers will;
  - (1) Review list of available mentors and current mentor responsibilities.
  - (2) Determine availability and preference for mentor assignment.
  - (3) Assign a primary and alternate mentor to the new rider. Annotate the assignment of mentors on the new riders Emergency Data Card.

#### **15. ORIENTATION RIDE**

- a. The New Rider Orientation is required to ensure that the new rider is familiar with the Korean Law, USFK Regulations and the Yongsan Motorcycle Clubs rules for group riding. In addition to the orientation, a ride will be conducted by the Primary Mentor, the alternate or a Club Officer. The following guidelines will be used.
  - (1) The Orientation Ride Checklist (Appendix B) will be used by the Primary Mentor to observe the riders performance and ability to ride safely in a group environment.
  - (2) The alternate mentor and or Club Officer will lead the ride on a predetermined course that will encompass all variables listed on the checklist.
  - (3) The route will begin on an Area II Installation continuing onto the Korean road system if all safety measures are in place and all participants are capable as determined by the Primary Mentor.
- b. Completion of Orientation Ride:
  - (1) On completion of the orientation ride, the mentor will complete the checklist and discuss observations with the new rider.

(2) If there are no concerns about the new rider's ability to perform safely in a YMC sanctioned group ride, the checklist will be filled out and signed by the mentor and new rider. The checklist will be forwarded to the Safety Officer and the Club Officers notified.

(3) If the mentor identifies some shortfalls, the mentor will discuss with the new rider areas where more experience is needed.

(a) The mentor will prepare a ride schedule to assist the new rider in obtaining more experience in the areas identified.

(b) The mentor will schedule another orientation ride at a later date.

## **16. ORIENTATION GROUP RIDE**

a. The three Orientation Group Rides are required to ensure that the new rider demonstrates safe group riding techniques and complies with the Yongsan Motorcycle Club's group riding procedures. Three separate rides will be conducted by the Primary Mentor, the alternate and/or a Club Officer. The following guidelines will be used.

(1) The Group Ride Orientation Checklist (Appendix C) will be used by the Primary Mentor to observe the riders performance and ability to ride safely in a group environment.

(2) The designated mentor will ride behind the new rider to observe riding technique and compliance with group ride rules.

b. Completion of Group Orientation Rides:

(1) On completion of each of the group orientation rides, the mentor will complete the checklist and discuss observations with the new rider.

(2) If there are no concerns about each of the three rides, the checklists will be filled out and signed by the mentor and new rider. The checklist will be forwarded to the Safety Officer and the Club Officers notified.

(3) If the mentor identifies some shortfalls, the mentor will discuss with the new rider areas where more experience is needed.

(a) The mentor will identify up coming group rides that would assist the new rider on obtaining additional experience.

(b) The mentor will schedule alternative riding dates/times when both are available.

## **17. ORIENTATION PASSENGER RIDE**

a. Available for new riders who have little or no experience with riding passengers. This is not a requirement, but recommended prior to riding a passenger in a group formation. The program

is used to assist new riders with additional techniques used when riding with a passenger. The following guidelines will be used;

(1) The mentor will ensure that the rider and passenger have reviewed and understand the Passenger Ride Tips provided by the Motorcycle Safety Foundation at Appendix K.

(2) The mentor will also ride with a passenger to allow the new rider to visualize the correct technique.

(3) The mentor will select a predetermined route based on the new rider's experience and will select a variety of road conditions.

## **18. CONTINUING EDUCATION REQUIREMENTS**

a. Mentors will routine check the MSF website ([www.msf.org](http://www.msf.org)) on a routine basis and identify any changes that will need to be incorporated with the Orientation and Group Ride checklists.

b. Mentors will annually attend the MSF Experienced Riders Course conducted by Area II to maintain skills and experience and learn any new changes in motorcycle safety.

## **19. AUTHORIZING THE WEAR OF MMP PATCH**

a. The MMP Patch can be worn by any YMC member that successfully completes the four check rides and is an active member of the club on an annual basis.

b. The MMP Mentor Patch may be worn by any YMC member that has been identified as an active mentor by the club. Once the individual is no longer an active mentor, they must change it to the MMP Patch.

c. Either patch may be worn anywhere on any clothing item and will be displayed in good taste.

## **SECTION IV -RIDING IN KOREA**

### **20. INTRODUCTION.**

Motorcycle riding in Korea offers a great variety of treasured experiences. The mountains, the coast lines, river valleys, and a host of historic sites make every riding opportunity the potential to be truly memorable. But one must also realize that it is a country of extremes: extreme weather conditions, extreme terrain, and extremely bad traffic conditions getting in and out of all the major cities.

### **21. CITY TRAFFIC.**

The major metropolitan areas in Korea saw a dramatic increase in the number of vehicles on the roads as a result of the economic success prior to the International Monetary Fund (IMF) crisis. Riding in city traffic requires the rider maintain situational awareness at all times. If there is a vehicle in the area capable of cutting you off or pulling out in front of you, it probably will. Korean drivers are notorious for entering intersections without looking. Intersections must be treated as major danger areas. Having the right of way is a relative term. It won't matter when a vehicle has pulled out directly in front of you who may have had the right of way.

(1) Working Drivers. The mind set prevails among working Korean drivers that because they drive to make a living they somehow earn the right of way. This select group of extremely aggressive vehicles includes taxis, buses, bongo delivery vans, cement trucks, and even the infamous delivery mopeds. What makes these vehicles particularly dangerous is that lane encroachment from the rear of your bike is a common practice. If any of these vehicles are in your line of sight, and this includes your rear view mirrors, anticipate them invading your riding space and be prepared to conduct evasive moves at all times. Taxi drivers picking up and dropping off passengers will stop directly in front of you without hesitation. Buses realize they are big and will not hesitate to take your lane. Buses will normally travel in the right hand lanes and stop regularly. Riding behind busses can be dangerous. Riding beside buses is dangerous... buses are just dangerous.

(2) Traffic lights. Korean drivers consistently run yellow to beat red lights and most of the time the light will turn red before the vehicle clears the intersection. The rule of thumb at all stops pulling out into an intersection is to use the "3 second rule." This 3 second pause will allow most of the runners to pass through the intersection. But always enter intersections with eyes on the on-coming traffic. The gates leaving post are among the most dangerous, leaving gate 7 turning left toward Itaewon is extremely dangerous.

(3) Right turns. The primary means of express delivery in Korea is the notorious Moped. These mopeds are on a mission and will zig and zag through traffic to get to wherever they are going as quickly as possible. They often travel on the right shoulder of the road in slower traffic and consistently cross intersections from the extreme right side. Always double check the rear view mirror and your blind spots to clear your lane moves and all right hand turns.

(4) Alleys. There is a marked lack of playgrounds and parks in the built up areas of Korea which includes all the major cities. The urban sprawl in these cities has created a labyrinth of alley ways that motorcycles are great at getting through but they also serve as the only available play ground for many neighborhood kids. Children darting in and out from behind park cars or small entry ways are common. It is better to reduce speed and anticipate the worst than risk an injury to a youngster playing in the vicinity of their home.

## **22. WEATHER.**

Korea is a country that experiences all four seasons but also has two additional ones. Along with spring, summer, fall, and winter there is the monsoon rainy season and the season of the yellow dust. The latter is a phenomenon that occurs every year with unusually high concentrations of dust particles flowing through the peninsula from the Gobi Desert in China. All of these seasons present challenges to the motorcycle rider and his or her safety. On all extended rides ensure that you have emergency contact numbers and adequate won in the event of emergencies. Remember, most places outside of Seoul only use won.

(1) Spring. Is the riding season at its best. The only problem with spring in Korea is that it is relatively short. The weather will begin to warm in late April or early May and remain until late June. The greatest challenge to riding in spring is the increase in the weekend traffic. The traffic concentrations get worse on the weekends with good weather.

(2) Summer. The heat and humidity can be stifling and poses a real danger to both rider and bike. The heat is compounded in traffic when the standing bikes cannot adequately cool off and the heat of the pavement and surrounding cars make the heat index even that much higher. Do not underestimate the ability to dehydrate while riding in hot, humid weather. On extended rides during the summer months it is advisable to start out with extra bottles of water. A technique to ensure that they remain cold is to freeze the bottles the night before. By the time they are ready to drink they will have melted enough to enjoy ice water on the ride. Another technique for staying cool is to use a small wet towel under your shirt and around your neck. The motion of the bike on the road will cool the towel through evaporation.

(3) Fall. The changing color of the mountain foliage is truly spectacular and makes for some of the best rides of the year. The challenge to riding in the fall is that the falling leaves themselves pose a hazard. They create a slick condition that most bikes cannot negotiate on a turn. The mountain curves are great but avoid the falling leaves on the road. Even on even ground, turning over fallen leaves can cause a bike to lose traction and spill.

(4) Winter. Severe cold weather poses a threat to both the rider and the bike. Remember that riding creates its own chill factor. Clothes that may be comfortable sitting still are not adequate on a ride. All exposed areas of the skin are susceptible to frost bite. Quality cold weather riding gear is a worthwhile investment. With the cold is the potential rain. Cold and wet is even more dangerous. Although quality rain gear can be expensive it is well worth the investment. Snow and ice are common depending on how severe the winter is and where you ride. Ice removal is not well developed in Korea anywhere except the main roads. Moving on side streets in the winter, particularly at night, poses the threat of hitting black ice. Mountainous areas will continue to have runoff late into March with temperatures that can freeze at night. These low runoff areas are often found around the shaded bends. All curves during the winter months should be taken

anticipating that water, ice, sand, or a combination of all will be on the road. The techniques for riding in winter are to:

(a) always assume the worst road conditions and;

(b) always carry the gear for the most extreme conditions and layer back from there. It is far worse to need it and not have it, then have it and not need it.

(5) Monsoon or rainy season. Korea shares the monsoon season with the rest of the Asian countries in the Pacific Rim. The season usually begins in July and will last for an intense 3 weeks of sporadic torrential downpours. The challenge to riding through this season is having the right wet weather gear and paying close attention to the weather affecting your ride. The rains bring heavy downpours that often lead to flooding of low lying areas. With the flooding brings the backwash of debris that can be strewn across the road. Flooding can also make certain roads impassable. Prior planning is essential for travel throughout the rainy season.

(6) Yellow Dust. Unique to Korea, Yellow Dust is the phenomenon that blows clouds of yellow dust from the Gobi Desert in China across the Korean peninsula. The concentrations can get high enough to pose a health risk. It is compounded by the falling pollen as the season occurs during early spring.

If you have a cover for your ride, this is one time to use it. It will also be time to clean your air filter by the time this is over.

## **23. TERRAIN.**

a. Mountains. The Korean peninsula is composed of extreme terrain. The mountains may not be that high in altitude but make up for it by being precipitous. The challenge here is that the mountains are not confined to the rural areas but are included into the metropolitan landscape. One essential skill for riding in Korea is knowing how to stop, start, and turn your bike on a steep grade. For those inexperienced riders, this is a task that the mentorship program will require that you demonstrate proficiency at before participating in the group rides. Moving up and down steep grades requires that the rider be comfortable leaning into the curves, shifting gears to control speed on down grades, and passing slow traffic.

b. Beaches. The real beauty of Korea is that it is a peninsula which translates into miles of available beaches to visit. The ocean front communities take on a personality of their own and offer distinctive sites and sounds. The considerations when riding the beach front is always the possibility of sand but more important is the crowds. The beaches are a major attraction to the Korean public and during the fair weather seasons the pedestrian traffic will remain crowded. Moving off the main roads into any beach front town one can expect to be moving through pedestrian crowds.

c. Extended stretches of wide-open flat land. There isn't any ... **WELCOME TO KOREA.**

## **24. DEFENSIVE DRIVING.**

(Extract from Virginia Online Defensive Driving Course)

a. Cars and Motorcycles. It is extremely important for you to watch for and pay careful attention to motorcyclists when you are on the road.

(1) Half of all motorcycle accidents involve normal drivers, just like you.

(2) Almost two-thirds of these accidents are the fault of the driver, not the motorcyclist.

(3) The chief reason for accidents between cars and motorcycles is the driver's inability to see the motorcyclist. There are several reasons why a driver may not see a motorcyclist: Motorists tend to look for other cars, not for smaller vehicles like motorcycles, and since the physical profile of a motorcyclist is much smaller than a car, the motorcycle is not noticed.

(4) Estimating a motorcyclist's distance and speed is difficult for many drivers;

(5) Motorcycle riding requires frequent lane movement to adjust to changing road conditions, which makes it harder for drivers to keep track of a motorcyclist's location. Accidents between cars and motorcycles are most likely to occur in the following situations:

(a) Left Turns. The most common accident between cars and motorcycles is at intersections, when an automobile driver is making a left turn in front of an oncoming motorcycle. Over 40% of all motorcycle accidents occur at intersections.

(b) Car's Blind Spot. Motorcyclists riding alongside a lane of cars are often out of the view of the driver in the car's "blind spot." An unsuspecting driver may collide with a motorcyclist as the driver tries to change lanes.

(c) Hazardous Road Conditions. Motorcyclists have to be much more concerned about road obstructions such as potholes, fallen tree branches, and railroad tracks. These may be minor problems for drivers but are serious concerns to motorcyclists that may require them to slow down or change lanes.

(d) Weather Conditions. When the road is wet or icy, motorcyclists' braking and handling abilities are impaired.

(e) Strong Winds. A strong gust of wind can move a motorcycle across an entire lane if the rider is not prepared for it. Wind gusts from large trucks in the other lanes can also be a hazard.

(f) Obscured Visibility. Large vehicles such as vans, buses or trucks can block a motorcyclist from a driver's view. The motorcyclist may seem to suddenly appear from nowhere. Motorcyclists are required to take certain

precautions to protect themselves, although no amount of precaution can protect them from thoughtless drivers.

by: (6) Motorcycle riders are required to make themselves as visible as possible in traffic

(a) Driving with their headlights on;

(b) Riding in the left wheel track of the car ahead of them, so that the driver can clearly see them in the rear-view mirror.

(c) Motorcycle helmets must be clearly marked and indicate that they comply with all applicable safety standards.

(d) Intelligent motorcycle riders wear ample additional body protection including gloves, knee pads, and heavy shoes or boots.

(e) No amount of precautions, however, can protect a motorcyclist from the serious injuries caused by a collision with a four-wheel vehicle.

#### b. Large Trucks and RVs

(1) To reduce the chances of an accident with a large truck, motorists should be familiar with their physical capabilities and how they maneuver.

(a) Braking. Large trucks take much longer to stop than a car traveling at the same speed. The average passenger vehicle traveling at 55 MPH can stop in about 225 feet (not including reaction time). However, a large truck traveling at the same speed can take more than 400 feet to stop (not including reaction time). Never pull in front of a large truck and suddenly slow down or stop. The trucker will not be able to stop quickly enough to avoid crashing into you.

(b) Turning. For all turning vehicles, the rear wheels follow a shorter path than the front wheels. The longer the vehicle, the greater the difference. This is why truck drivers must often swing out to the left as the first step in making a right turn. When you follow a big rig, look at its turn signals before you start to pass. If you think the truck is turning left, wait a second and check its turn signals again. The driver may actually be turning right.

(c) Trucker's Blind Spots. Many automobile drivers falsely assume that a trucker can see the road better than they can because they are higher off the road. While truckers do have a better forward view and bigger mirrors, they still have serious blind spots where your vehicle can easily get lost from view. If you stay in their blind spots, you eliminate the truck driver's ability to take evasive action to avoid dangerous situations.

(d) Maneuverability. Trucks are not as maneuverable as passenger vehicles. Large trucks have longer stopping and acceleration distances. They take more space for turns and they weigh more. On multi-lane highways and freeways, large trucks usually stay in the center portion of the lane to help the flow of traffic. This also increases the trucker's options in case he or she must change lanes to avoid a hazard. Trucks are not as maneuverable as passenger vehicles. Large trucks have longer stopping and acceleration distances. They take more space for turns and they weigh more. On multi-lane highways and freeways, large trucks usually stay in the center portion of the lane to help the flow of traffic. This also increases the trucker's options in case he or she must change lanes to avoid a hazard.

(2) Here are some of the most common mistakes passenger vehicle drivers must avoid when driving around large trucks:

(a) Cutting off a truck in traffic or on the highway to reach an exit or turn

(b) Cutting into the open space in front of a truck

(c) Speeding up to pass a truck so one can exit the roadway

(d) Linger alongside a truck when passing

(e) Following too closely or tailgating

(f) Underestimation of the size and speed of an approaching tractor-trailer

(g) Cutting off a truck in traffic or on the highway to reach an exit or turn, or cutting into the open space in front of a truck, is dangerous. Trying to beat a truck to a single-lane construction zone, for example, removes the truck driver's cushion of safety and also places you in danger. Slow down and take your turn entering the construction zone.

(h) Don't speed up to pass a truck so you can exit the roadway. Take a moment to slow down and exit behind a truck – it will only take you a few extra seconds.

(i) Don't linger alongside a truck when passing. Always pass a large truck on the left side and, after you have passed the truck, move ahead of it. If you linger beside the truck, you make it very difficult, if not impossible, for the trucker to take evasive action if an obstacle appears in the road ahead.

(j) When you follow behind a truck and you cannot see the truck driver's rearview mirrors, the trucker has no way of knowing you are there. Tailgating a truck, or any vehicle, is dangerous because you take away your own cushion of safety.

(k) Never underestimate the size and speed of an approaching tractor-trailer. A large tractor-trailer often appears to be traveling at a slower speed because of its size. Many accidents involving a passenger vehicle and large truck occur at intersections because the passenger vehicle driver did not realize how close the truck was or how quickly it was traveling.

#### c. School Buses

(1) When you come upon a school bus stopped on either side of the road with flashing red lights, you must STOP, and remain stopped as long as the red lights are flashing. These lights, located at the top front and top back of the bus, are a warning for you to stop because children are preparing to get on or off of the bus and will be crossing the road. Failure to remain stopped is against the law. You may be fined up to \$1000 and your driving privilege could be suspended for one year.

(2) If the bus is on the other side of the concrete divider of a divided highway, you do not need to stop.

#### d. Light Rail Vehicles (LRVs)

(1) Light rail vehicles, including trams, trolleys, streetcars, cable-cars and other vehicles on tracks, have the same rights and responsibilities on public roadways as do all other vehicles. Although everyone must follow the same traffic laws, light rail vehicles, because of their size and limited maneuverability, require special consideration.

(2) Here are some specific steps you should take to safely share the road with light rail vehicles:

(a) Be aware of the routes on which light rail vehicles operate. Maintain a safe distance from an LRV if it shares a street with vehicular traffic.

(b) Be aware that buildings, trees, etc. cause blind spots for LRV operators, just like all other drivers.

(c) Never attempt to "beat" an LRV to an intersection. Treat LRV crossing gates the same as you would any railroad gate, and never try to go around them when they are closed. Look both directions for approaching LRVs before you cross their tracks. Never make a turn in front of an oncoming LRV.

(d) When you turn across LRV tracks, if a signal is present, turn only when the signal indicates you may proceed. In many cases, LRVs can preempt traffic signals, so do not proceed forward until the signal light indicates you may do so.

(e) LRV tracks can become extremely slippery and hinder effective steering, particularly when wet. Never drive directly on top of their tracks, wet or dry.

Attempt to cross tracks at a 90 degree angle, a shallower angle may cause your vehicle to lose traction, particularly motorcycles and bicycles.

e. Buses and Streetcars

(1) Do not drive through a mass transit safety zone -- the space that may be set aside for pedestrians and marked by raised buttons or markers on the roadway, near where a mass transit vehicle would slow down or board passengers.

(2) When people are boarding or leaving a mass transit vehicle where there is no safety zone, stop behind the nearest door or vehicle platform and wait until the people have reached safety.

(3) When a bus or streetcar is stopped at a safety zone or at an intersection where traffic is controlled by a police officer or traffic signal, you may pass it at no faster than 10 MPH, and only when it is safe to do so.

f. Safety precautions.

(1) Don't think that once you've learned how to drive you don't need to sharpen your skills. If you compare novice and experienced drivers, it is easy to see that an experienced driver makes fewer mistakes. Experience helps you to stay alive, regardless of the situation. There are two ways of gaining that kind of experience: by having accidents or by learning in a school. We offer you an easy way to mature as a driver: we teach you to be aware of the potential dangers of the move you intend to take, and to be confident on the road.

(2) When you are crawling along behind what you're sure is the slowest car in the world, your first instinct is to pass. Regardless of your motive, you must realize that passing is very risky. In order to pass safely, you must take several precautions – or else your first pass will be your last.

(3) First let's do some math. If the car you wish to pass is driving 45 MPH and you are moving at 65 MPH, you have only 20 MPH to work with. If you weren't able to start passing immediately you'd probably have to slow down to 45 MPH, keeping a 3-second safety distance (approximately 196 feet). If you wish to pass immediately, you must carefully watch the oncoming traffic and make your plan. Safe passing distance consists of the sum of your car length (approximately 12'), the length of the car you wish to pass (another 12'), and the safe distance when moving at 45 MPH (approximately 396'), for a total of 420 feet. At that speed, your car can pass the other car in 14 seconds, but at the same time the distance you will have to cover will increase a little, by about a quarter-mile.

(4) That extra-quarter mile is not the only thing you have to worry about: oncoming traffic should be your main concern, because a head-on collision between two cars, both moving at 65 MPH, is equal to hitting a brick wall at 130 MPH. In that same 14 seconds, an oncoming car driving at 65 MPH covers another quarter mile. All together you have a full half-mile to consider. In other words, before passing, check carefully to see that you have ample space. Also, remember that passing should only be done on a straight, flat (or downhill) road—passing on a curve or uphill is not only unsafe, it's against the law.

(5) To learn how to pass safely, practice calculating the time and distance needed for passing. Choose an oncoming car and measure the time it takes for it to pass you. As you're deciding whether to pass or not to pass, remember that bright sunlight or bad weather will affect your estimation of the amount of room you need to pass. A good rule of thumb to keep in mind is that if you and any oncoming traffic are both moving at 65 MPH, you will need about 30 seconds to pass a car moving at 45 MPH. And if you misjudge an oncoming car's speed, or if you are not sure that you have enough room, then swerve back into place as quickly as possible.

g. Tricky curves.

(1) You always want to predict and prevent unpleasant situations. If a car begins to go out of control, an experienced driver will look for a safe spot to steer for. But it's easier to predict and avoid such situations than it is to learn how to handle them. One of the most difficult situations is negotiating a sharp curve.

(2) The basic rule is not difficult: to be more stable on a curve you should be accelerating slightly, so don't brake unless it is absolutely necessary. This technique has one danger, however: excessive speed can pull your car off the road. To avoid this, enter the curve as close to its outer side as possible, then drive toward the middle of the curve on the inner side of it. As you complete the curve you have to drive toward the outer side of it once again. This technique allows you to make a wider, easier turn on a sharp curve. Don't forget the speed limit – a good practice is to brake a little bit before entering the curve to allow room for accelerating through the curve.

(3) Remember that trucks with long trailers have a tendency to move to the inside of the curve, especially on mountainous roads or steep grades. If you are traveling alongside a truck who is on the outer line of the curve, let it move ahead of you. And it's also dangerous when a truck with a long trailer enters a curve with your car from the opposite direction. The best solution is to keep driving on the inside of the curve.

## **25. NAVIGATING IN KOREA**

Navigating in Korea is as simple as in the United States. Most road signs are in English and the roads are similar to the system used in the US. Some tools to help you navigate are:

(1) Any type of Global Positioning System (GPS) with World Maps. Korean maps are available for most Garmin Products and are compatible with US products. Availability and pricing can be obtained by going to Garmin – Korea at [www.garmin.co.kr](http://www.garmin.co.kr).

(2) The Post Exchange offers a Korean Map published in English and is a great source for navigating in Korea. The Atlas has a dark blue cover is slightly larger than 8x11 and is titled "Atlas of Korea", it is published by Sung Ji Mun Hwa Co, Ltd, Seoul, South Korea.

## **26. AGGRESSIVE VEHICLES**

Avoid aggressive vehicles, **DON'T CRAMP THEM, YOU WILL LOSE!!!!**. Most vehicles are aware that you are nearby and don't intentionally try to annoy you, however, there is

always the driver who isn't aware or just doesn't like motorcycles. Give them plenty of room, alter your course and have a safe ride.

## **27. EMERGENCIES, BREAKDOWNS AND ACCIDENTS**

a. In case of an Emergency, stay calm and contact the Korean National Police at 117 or an Ambulance at 119. If you are close to a US Military Base, contact the Military Police for accident details. Give your location the best you can or give the phone to a Korean to give the exact location.

b. In case of a breakdown, if alone, contact another officer or member of the club for assistance. Someone will come out and assist as necessary.

c. In case of an accident, call the POLICE, also MP's if close to a US Military Base. Follow the authorities' instructions. Also, call a club member to secure your bike or to assist you. All telephone numbers are available on the Club Business Card.

## **28. FUNCTIONAL REQUIREMENTS**

a. What type of motorcycle is right for you? How do you plan to use your motorcycle? Will it be for riding long distances or for getting around town? Will your motorcycle be your primary vehicle or one you plan to use only for recreational purposes? Depending on your needs, one of the following types of motorcycles will best fit your lifestyle.

(1) Touring. This is the best choice for long trips because of its comfort and its carrying capacity. The touring bike is often equipped with saddlebags or trunks on either side of the back fender, a windshield, and a dashboard.

(2) Cruiser. The cruiser has swept back handlebars, a low seat and forward foot pegs.

(3) Sport. A sport bike has short handlebars and foot pegs below the seat, so the rider has to lean over the tank to operate the motorcycle. This posture is good for executing turns, but puts strain on the lower back so isn't comfortable during long trips.

(4) Traditional. The most versatile and best for daily transportation. The traditional motorcycle is also comfortable enough for long-distance riding.

(5) Off-Highway. If you want a motorcycle for trail rides or off-road racing, you can choose from motocross or off-road styles. Motocross bikes are built for closed-course racing only. Off-road motorcycles will allow you to explore wooded trails, desert, or hilly terrains.

(6) Dual-Purpose. These street-legal dirt bikes are equipped with specialized tires that are good for riding both on and off the pavement. They are equipped with legally required street equipment, including mirrors, turn signals, speedometers, and lights.

b. Determine which motorcycle best suits your needs by doing the following:

(1) Read about motorcycles. You can find motorcycle magazines and books in your library and at bookstores. Many of the magazines specialize in certain types of motorcycles and have online editions, as well.

(2) Visit manufacturers' Web sites. Browsing the sites of motorcycle manufacturers will give you a good feel for what is available. Just keep in mind that the primary purpose of manufacturers' Web sites is to market their products.

(3) Visit motorcycle dealerships. Go to as many as you can. Sit on the motorcycles to get a feel for which riding position is most comfortable. Talk with the sales staff and bring home information to study and to use to compare features and prices.

(4) Talk with people who own motorcycles. Ask how they made their choices. Find out about their bikes. Ask what they like best, and what they would change if they could. Ask yourself how you would use a motorcycle. How would a bike fit into your average week? Would you use it to get to and from your job and around town? Do you plan to spend your free time riding on trails or cruising along the highways to visit friends and family? Will you ride with a passenger?

(5) Assess your skill as a rider. If you are new to riding, you are better off with a less powerful, lighter weight motorcycle. These are easier to handle. You can always trade up as you become more experienced.

c. Finding the right fit:

(1) Motorcycles are designed to fit the average person. Make sure the motorcycle you buy "fits" your body, and your budget. When sitting on the bike, pay attention to the placement of your hands, arms, feet, legs, and head. You should be able to stop at a toll booth or drive-up window and reach into a pocket for your money. The bike is a good fit if:

(a) Your right hand can comfortably reach the throttle and the front brake lever. Your hand should be in the horizontal or down position. To accelerate roll the throttle towards you; to slow down roll it away from you. Your hand should only cover the brake lever when using it for stopping.

(b) Your left hand comfortably reaches the clutch lever. Squeeze the clutch lever to disengage power; ease out for power. This is known as the friction zone.

(c) Your feet are flat on the ground when you're sitting on the seat. You should be able to maneuver the motorcycle using your feet. Test this by turning the handlebars sharply while pushing the bike backward with your feet as you would in a tight parking situation.

(d) Your legs firmly grip the tank. If you are very tall, make sure the foot pegs are positioned so you can grip the gas tank with your legs. This gives you more control over the bike.

(e) You can fully activate the rear break and easily reach lower and higher gears with your feet.

(f) Your motorcycle's levers, foot pegs, and handlebars can be adjusted. Sometimes a minor adjustment will result in a perfect fit. If not, keep looking.

d. Used or new?

(1) When you have narrowed down your choices of motorcycles based on fit and purpose, your next decision will be whether to buy a new bike or a used one. Often this decision will be determined by the amount you can afford and are willing to pay. When figuring out your price range, be sure to factor in

(a) the cost of insurance

(b) license and registration fees

(c) maintenance

(d) protective gear such as a helmet, boots, jacket, and gloves

(e) Also consider your ability as a rider. A smaller, less powerful bike that you can control more easily is a better choice for a beginner rider than a larger, more powerful bike.

(2). If buying new, find out the dealer invoice. This is the amount the dealer paid for the motorcycle and will help you negotiate a fair price. You can buy a dealer invoice price report from an online service, such as [www.cyclebuy.com](http://www.cyclebuy.com).

(3) Shop around. Find out what the asking price is for comparable bikes and use this information to negotiate with the dealer.

(4) Look up the motorcycle's resale value. You'll find it at Kelley Blue Book [www.kbb.com](http://www.kbb.com). A motorcycle that commands a high resale price is a better deal than one that doesn't hold its value.

(5) If buying used, shop around and compare prices. Read listings in the newspaper classified ads, search online classifieds and auction sites, and visit dealers. Manufacturers' dealers often have a wide selection of used motorcycles from trade-ins. However, their prices are usually higher than you'll find in a private-party sale.

(6) Get the book value of the motorcycles you're considering. In addition to the Kelley Blue Book, look up the values on the used bike lists at Motorcycle Consumer News ([mcnews.com](http://mcnews.com)); or in the motorcycle listings of Nada Guides ([www.nadaguides.com](http://www.nadaguides.com)). Ask the following questions when answering an ad:

(a) What is the condition of the motorcycle?

- (b) How has the bike been used?
- (c) Where has it been stored?
- (d) What is the bike's history? Are you the original owner? If not, how many previous owners have there been?
- (e) How many miles does it have?
- (f) What repairs have been made?
- (g) Why are you selling the bike?
- (h) Check for documentation. When you look at the motorcycle, ask the owner if he or she has its title, registration, and repair and maintenance history. Good documentation is a sign that the owner has been conscientious about taking care of the motorcycle.
- (i) Check the Vehicle Identification Number (VIN). Verify that the bike wasn't stolen by matching the VIN on the title to the one on the motorcycle itself.
- (j) Look for signs of normal wear and tear. These should match the number of miles on the odometer. If the bike shows a lot of wear in the seat, handles, grips, tires, foot pegs, etc., but it has low miles, this may be a sign that the odometer has been tampered with.
- (k) Have a trusted motorcycle mechanic check out the bike.

(7) Most sellers will not allow potential customers to take their motorcycles on test drives for fear they will get into an accident or steal the motorcycle. You may be able to get around this by offering the seller something of value to hold onto, such as your car, while you take the bike for a ride. Or you can work out a written agreement from the seller that he or she will give you a full refund if, within 15 minutes of the sale, you are unhappy with it.

(8) Even if you feel perfectly comfortable on your new motorcycle, drive with extra caution, especially during the first months after buying it. Research shows that the majority of motorcycle accidents happen within five months after the motorcycles were purchased. In many ways, buying a motorcycle will be one of the most important purchases you will make. Buying a motorcycle that matches your skill level, lifestyle, and your personal needs will help keep you safe.

## **29. KNOWING YOUR MOTORCYCLE**

Mastery of your controls, such as shifting, braking and turning, is imperative for safe riding. Balancing, counter steering, quick stops, swerving, and cornering techniques should be practiced regularly. Proficient riders practice them at the beginning of each riding season to ensure they are

developed as habit. Once they are devoted to habit you may discover you have fewer sudden hazards, and it may seem you have more time to deal with problems that do occur.

More information may be found at:

[http://www.msfusa.org/index\\_new.cfm?spl=2&action=display&pagename=Library](http://www.msfusa.org/index_new.cfm?spl=2&action=display&pagename=Library)

a. Mechanical Inspection. This is the most important process the rider should perform. Rule # 1 says, “If it can happen, it usually will,” therefore preventive maintenance is imperative. Mechanical failure during a ride isn’t fun and can be fatal. Taking a few minutes to do a proper inspection will help ensure safe operation of your motorcycle.

The MSF developed the acronym “T-CLOCS” to help you remember the steps necessary to complete a proper inspection. [https://crc.army.mil/riskmanagement/driving\\_pov/Motorcycle\\_T-CLOCS\\_poster.pdf](https://crc.army.mil/riskmanagement/driving_pov/Motorcycle_T-CLOCS_poster.pdf)

b. Troubleshooting. The best information on troubleshooting your individual motorcycle is provided in the owners manual. The Motorcycle Safety Foundation of the USA offers some information on troubleshooting in their motorcycle operators manual available at:

[http://www.msfusa.org/index\\_new.cfm?spl=2&action=display&pagename=Library](http://www.msfusa.org/index_new.cfm?spl=2&action=display&pagename=Library)

### **30. RIDING TIPS**

Every rider should take a look at riding tips periodically we all develop bad habits. Awareness of our tendency to do so can be minimized by practicing correct procedures. The Motorcycle Safety Foundation offers riding tips at:

[http://www.msfusa.org/index\\_new.cfm?spl=2&action=display&pagename=Library](http://www.msfusa.org/index_new.cfm?spl=2&action=display&pagename=Library)

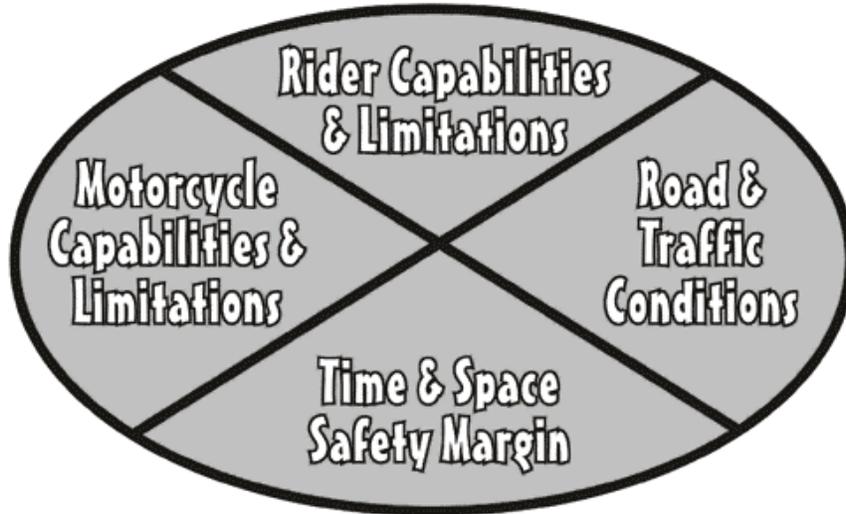
### **31. SIGHT DISTANCE.**

a. Judging distance while riding is very difficult. The pavement is passing by in a blur—much too quickly to make a mental measurement of distance. The best approach is to make time measurements. Pick a reference point such as a signpost or power pole, and count the time it takes to get to that point. Count out loud, “one-thousand-and-one, one-thousand-and-two.” ... When you’ve measured your sight distance and compared it to your speed, you can make an intelligent decision about your own performance. Practice braking and checking your reaction times to see if they are longer or shorter than the time you’ve allowed. Once you’ve measured that for yourself, you can make your own decision on the rule. Here are some guidelines:

<b>SPEED</b>	<b>MINIMUM SIGHT DISTANCE</b>
<b>40 to 50 mph</b>	<b>4 Sec.</b>
<b>50 to 60 mph</b>	<b>5 sec.</b>
<b>60 to 70 mph</b>	<b>6 sec.</b>
<b>70 to 80 mph</b>	<b>7 sec</b>

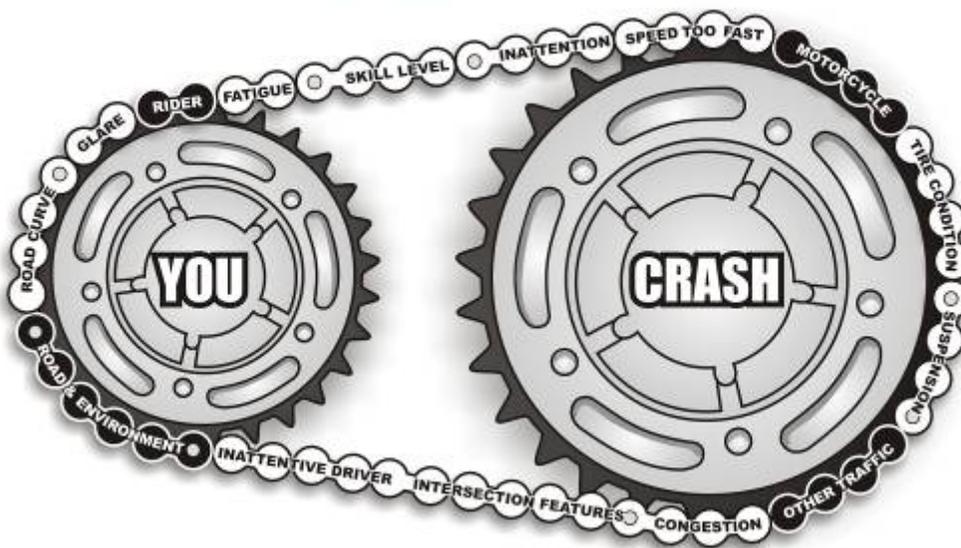
## 32. CRASH AVOIDANCE.

### Oval of Safety



A margin time and space must be maintained for safety. The rider's capabilities and limitations, motorcycle capability and limitations, and road and traffic conditions each play a part. New riders or riders who graduate to a larger, heavier or faster bike should pay special attention to his/her capabilities and limitations. The safety margin is gone if a required maneuver calls for a skill beyond that of the rider. The safety margin is gone if a situation calls for more steering and/or braking than your motorcycle is capable of providing. The safety margin is gone if there is no time or space to maneuver

### Crash Chain



A crash can be thought of as a series of conditions that leading to a crash. The process can be illustrated as a chain of conditions. Breaking the chain can prevent or reduce the severity of a crash.

### **33. DRUGS, ALCOHOL, AND MOTORCYCLES**

#### **DO NOT DO IT, IS THAT SIMPLE ENOUGH?**

Alcohol and over-the-counter drugs affect your judgment and reaction time. As a rider you cannot afford either to be impaired because bad judgment will get you into trouble and a slowed reaction time may get you killed. This area is primed to make or break your riding career. Remember—fun or fatal.

Motorcycles have evolved a great deal in recent years and continue to change. The changes usually represent an improvement in handling, function, and, often, in safety. Motorists are constantly changing, as are automobiles. And while the mechanical factors have typically improved, the same can't be said for the human factors. Based on this information you cannot know all there is to know about riding. To enjoy riding don't be foolish; be properly clothed, well trained, informed, and safe.

### **34. ACCIDENT PREVENTION.**

a. Accidents can be reduced, or at times prevented, by choosing the correct motorcycle, having the proper equipment and training. Training and equipment requirements are found in DODI 6055.4, and Appendix B of AR 385-55. Riding skills are learned; therefore attendance in a Motorcycle Safety Foundation (MSF) approved course should be the first step for all riders. Motorcycle safety courses are required and provided by U.S. Army installations. All riders must meet the requirements of the MSF course, which is provided to Soldiers and DOD civilians free of charge. Information on MSF courses and their contents can be found at <http://www.msf-usa.org/>. Consult your Installation Safety Office on local classes and policies. Information for commander's use is available at <https://crc.army.mil>, in the POV Tool Box and Six Point Program.

b. To operate a motorcycle on a military installation, riders are required to wear proper personal protective equipment (PPE). Department of Defense Instruction (DODI) 6055.4, para 3.2.7.1,2, and 3 define the requirements, along with Army Regulation 385-55, Appendix B, Para B-3, sub para, a, b, c, d, and e. The US Army Combat Readiness Center offers a poster illustrating proper wear of PPE at: [https://crc.army.mil/riskmanagement/driving\\_pov/Motorcycle\\_poster.pdf](https://crc.army.mil/riskmanagement/driving_pov/Motorcycle_poster.pdf)

## **SECTION V - SUPPORTING GROUPS AND PROGRAMS**

### **35. US ARMY COMBAT READINESS CENTER (CRC)**

#### **a. CRC Mission.**

The Combat Readiness Center serves as the knowledge center for all losses, helping commanders connect the dots on loss prevention and providing leaders with tools to manage risk through the process known as Composite Risk Management (CRM).

#### **b. About the CRC.**

The U.S. Army Combat Readiness Center is a knowledge center that “connects the dots” on all losses. Utilizing CRM, we can better protect our assets and "Own the Edge".

### **36. MOTORCYCLE SAFETY FOUNDATION (MSF).**

Since March 1973, the Motorcycle Safety Foundation (MSF) has set internationally recognized standards of excellence in motorcycle rider education and training. The MSF works with the National Highway Traffic Safety Administration (NHTSA), state governments, the military and other organizations to improve motorcyclist education, training and operator licensing.

The MSF is a national, not-for-profit organization sponsored by the U.S. manufacturers and distributors of BMW, Ducati, Harley-Davidson, Honda, Kawasaki, KTM, Piaggio/Vespa, Suzuki, Vengeance, Victory and Yamaha motorcycles.

**a. Objectives and Strategies --The Motorcycle Safety Foundation is the leader in championing the safety of motorcyclists by:**

(1) Developing and maintaining a high quality, comprehensive, research-based Rider Education and Training System (MSF RETS) and its individual curriculum products. Establishing national trainer and site certification standards and providing technical assistance for training and licensing programs.

(2) Promoting model or enabling legislation to create state-funded rider training programs.

(3) Actively participating in government relations, research and public awareness partnering with other motorcycling and public organizations to make the nation's streets and highways safer for motorcyclists.

(4) The MSF does not deal with motorcycle design or manufacture; its programs focus on the motorcycle operator.

**b. The Five Main MSF Messages for Motorcyclists --to enhance the enjoyment of motorcycling, MSF recommends that riders:**

- (1) Get trained and licensed.
- (2) Be a lifelong learner.
- (3) Wear protective gear.
- (4) Ride Straight.
- (5) Ride within your limits.

c. The MSF Rider Education and Training System (MSF RETS).

(1) Since 1973, more than 2.5 million motorcyclists have graduated from basic or experienced RiderCourses. Each year throughout the nation and the military, there is an average of 5,500 MSF-certified RiderCoaches actively teaching, each trained by one of a team of 170 MSF-certified RiderCoach Trainers.

(2) The number of RiderCourse students trained both nationally and overseas, at civilian and military sites, has exceeded 230,000 annually in recent years. RiderCourses are available at nearly 1,200 sites in all 50 states, including 48 state-legislated programs. The MSF RETS is a comprehensive curricula system with supporting materials, technical assistance, RiderCourse insurance, RiderCoach certification and training-site/training-sponsor standards. Several of the MSF member companies loan training motorcycles through their local retailers. A national toll-free hotline, (800) 446-9227, links callers with the nearest RiderCourse training site in their area.

(3) The MSF staff work with a number of enthusiast groups nationwide to encourage and support MSF-recognized state motorcycle safety training programs. In 1997, the Motorcycle Safety Foundation began operating the MSF DirtBike School (DBS). Designed as an introduction to off-highway riding, the course is administered by DirtBike School Coaches nationwide. The DirtBike School is MSF's fastest growing program, and is already used by both federal and state agencies to train peace officers, search and rescue personnel, volunteers and others on the safe operation of off-highway motorcycles. In 2001, the DirtBike School also became available at various motorcycle retailers across the country.

Operator Licensing

d. Another important activity for the MSF is operator licensing. The MSF model Motorcycle Operator Manual and written tests were created using the same research-based development process as the curricula; they also serve as a complement to the education and training information contained in the MSF RETS.

(1) More than 30 state licensing agencies use one of five different MSF skill tests as part of their motorcycle endorsement procedures.

(2) More than 40 states use MSF's Motorcycle Operator Manual, and many incorporate the related knowledge test.

(3) Sharing the Roadway, a six-page insert for state driver's manuals, informs car drivers about differing vehicle characteristics and asks them to expect to see motorcyclists on the roadway and respect their right to be there.

(4) MSF licensing assistance to states includes conducting examiner-training programs, qualifying motorcycle license examiners, and providing technical expertise on motorcycle operation.

(5) The MSF partners with the American Association of Motor Vehicle Administrators and the National Highway Traffic Safety Administration to update and improve motorcycle operator licensing systems.

#### e. Government Relations

The MSF Government Relations office, based near our nation's capital, is the Foundation's advocate for motorcycle safety before the United States Congress and federal regulatory agencies as well as at state legislatures and state regulatory agencies. The Government Relations Office also serves as a clearinghouse for information on federal and state legislation and regulation relating to motorcycle safety, rider education and licensing issues. MSF-developed model Motorcycle Safety Education Program legislation has helped state legislatures craft rider education program laws that have enabled millions of riders to participate in motorcycle safety courses. Staff also works with the motorcycle safety coordinators for the Air Force, Army, Coast Guard, Marines and Navy, recognizing nearly 150 military RiderCourse sites.

#### f. Awards Program

In 1979, MSF began an awards program to recognize RiderCoaches, licensing examiners, state motorcycle safety and licensing programs and administrators, independent RiderCourse sites and all supporting sponsors such as motorcycle dealers, school districts, community colleges, and journalists, among others.

#### g. National Motorcycle Safety Fund

Tax-deductible contributions to the National Motorcycle Safety Fund (NMSF) will help build a stronger, safer motorcycling community. This charitable organization was created in 1981 to supplement the work of the Motorcycle Safety Foundation. One hundred percent of contributions to the NMSF go directly toward worthy motorcycle safety projects; there are no administrative, fund-raising or other costs paid from donations. Customary NMSF projects include:

- (a) Supplying helmets to rider-training sites.
- (b) Assisting in the development, production and distribution of educational materials on helmet use and the perils of alcohol/drug use in riding.
- (c) Producing rider-awareness seminars and videos.
- (d) Developing and distributing safety materials like an off-highway motorcycle riding tips booklet.

(e) The NMSF needs people to help ensure a safe future for motorcycling.

### **37. COMPOSITE RISK MANAGEMENT (CRM).**

Risk Management is the process of identifying and controlling hazards to protect the force.

a. Its five steps represent a logical and systematic thought process from which users develop tools, techniques and procedures for applying risk management in their areas of responsibility. It is a continuous process applicable to any situation and environment.

(1) Identify hazards to the force. Consider all aspects of current and future situations, environments, and known historical problem areas.

(2) Assess hazards to determine risks. Assess the impact of each hazard in terms of potential loss and cost based on probability and severity.

(3) Develop controls and make risk decisions. Develop control measures that eliminate the hazard or reduce its risk. As control measures are developed, risks are re-evaluated until the residual risk is at a level where the benefits outweigh the cost. The appropriate decision authority then makes the decision.

(4) Implement controls that eliminate the hazards or reduce their risks. Ensure the controls are communicated to all involved.

(5) Supervise and evaluate. Enforce standards and controls. Evaluate the effectiveness of controls and adjust/update as necessary. Ensure lessons learned are fed back into the system for future planning.

#### **b. Standard**

(1) The standard for risk management is leadership at the appropriate level of authority making informed decisions to control hazards or accept risks. Leaders are responsible and accountable for assessing their operation as a total system and ensuring that planning, risk management decisions, and execution proactively identifies hazards, assesses the associated risks, and identifies control measures necessary to reduce the risks to the level commensurate with their commander's intent.

(2) The degree of risk determines the level of acceptance decision authority. When resources to control a high risk are not available, the risk issue must be elevated to the next higher command. This process continues until the information is presented to the level of command that has the resources and authority to eliminate the hazard or control it to an acceptable level. In this manner, a conscious and informed decision is made to commit the resources to control the hazards or accept the risk.

(a) Risk Management - The process of identifying and controlling hazards to protect the force.

(b) Control - Action taken to eliminate hazards or reduce their risk.

(c) Hazard - Any real or potential condition that can cause injury, illness, death of personnel, damage to or loss of equipment or property, or mission degradation.

(d) Risk - Chance of hazard or bad consequences; exposure to chance of injury or loss. Risk level is expressed in terms of hazard probability and severity.

(e) Exposure - The frequency and length of time subjected to a hazard.

(f) Probability - The likelihood that an event will occur.

(g) Severity - The expected consequence of an event in terms of degree of injury, property damage, or other mission impairing factors (loss of combat power, adverse publicity, etc.) that should occur.

(h) Risk Assessment - The identification and assessment of hazards (first two steps of the risk-management process).

(i) Residual Risk - The anticipated level of risk remaining after controls have been identified and selected for hazards that may result in loss of combat power.

(j) Risk Decision - The decision to accept or not accept the risk(s) associated with an action; made by the commander, leader, manager, or individual responsible for performing that action.

## SECTION VI - SAFETY GEAR AND AWARENESS

### 38. SAFETY GEAR

a. Properly fitted and functional PPE makes riding more comfortable and much safer. High visibility PPE is required by the military and preferred in all cases. Information on proper fit and function of PPE can be found at the web sites listed below:

[http://www.msfusa.org/index\\_new.cfm?spl=2&action=display&pagename=Library](http://www.msfusa.org/index_new.cfm?spl=2&action=display&pagename=Library)

<http://www.nhtsa.dot.gov/people/injury/pedbimot/motorcycle/motosafety.html>.

b. Today we are discovering some newer composite materials, such as Kevlar. These new items replace such materials as corduroy, denim or leather. Many provide flow-through ventilation and are more comfortable during warmer weather. Information on the performance characteristics of motorcycle clothing can be found at: <http://www.roadsafety.mccofnsw.org.au/a/11.html>.

c. Specific information is below:

#### (1) Helmet

(a) There are two organizations setting safety standards for motorcycle helmets in the United States, the Department of Transportation (DOT) and the Snell Memorial Foundation. DOT sets minimum standards that all helmets sold for motorcycling on public streets must meet.

(b) Snell Memorial Foundation has independently tested manufacturer's helmets since 1957. Its first safety standards for protective headgear were issued for auto racing in 1959. Subsequently, other specific helmet standards for motorcycling, equestrian sports, bicycling, rollerblading and skateboarding, snowboarding and skiing, and karting have been issued. These standards address performance, not specific materials or design. Periodically, utilizing specially designed test equipment, the Foundation upgrades its specifications on performance characteristics of helmets to keep pace with advances in materials, helmet technology and design. Information on the Snell Standard can be found at: <http://www.smf.org/stds.html>

(c) Helmets are required by DODI 6055.4, para E3.2.7.1.1. and AR 385-55 Appendix B-3, d. must meet DOD standards at a minimum. Helmets are the single most important item of PPE.

(2) Eye Protection. Eye protection is required by DODI 6055.4 para E3.2.7.1.2. and Army Regulation 385-55, Appendix B-3,e.

(3) Jacket. A high-visibility upper garment is required by day and a retro-reflective garment is required at night IAW DODI 6055.4 para E3.2.7.1.5. and Army Regulation 385-55, Appendix B-3,e.

#### (4) Pants.

(a) Pants are required to cover the entire leg IAW DODI 6055.4 para E3.2.7.1.4. and Army Regulation 385-55, Appendix B-3,e.

(b) Most motorcyclists prefer pants that are similar to their jackets and some are available that zip together. Pants should provide the same protection against abrasion as jackets.

(5) Gloves. Closed-finger gloves are required by DODI 6055.4 para E3.2.7.1.4. and Army Regulation 385-55, Appendix B-3,e. The intent is to protect the riders fingers from strikes from flying objects. The Glove should be made for motorcycle use. Gloves that are not for motorcycle use provide less grip and protection.

(6) Boots. Over-the-ankle footwear is required IAW DODI 6055.4 para E3.2.7.1.3. and Army Regulation 385-55, Appendix B-3,e. Footwear should be made of sturdy leather and have a good oil-resistant sole to reduce slipping hazards. Army boots meet the requirement.

(7) Rain Suit. Rain suits are not required by the military, but riding is much more comfortable and likely safer if you are dry.

## **SECTION VII – LICENSING**

(Extract from USFK Reg 190-1, dated 27 April 2005)

### **39. BASIC REQUIREMENTS.**

a. Operating a motor vehicle in the ROK is a conditional privilege granted by the ROK; the Commander, USFK; and Area Commanders. Persons who desire this privilege must be in one of the following categories to obtain a USFK driver's license, or obtain an approved exception IAW Paragraph 37 of this regulation.

(1) Command sponsored service members who are accompanied by family members. Service members in grades E-6 and below require written approval by the first commander (in the grade of O5) in the chain of command to obtain a driver's license in Korea.

(2) Joint domicile status authorized a POV on orders. Service members in grades E-6 and below require written approval by the first commander (in the grade of O-5) in the chain of command to obtain a driver's license in Korea.

(3) A member of the U.S. Armed Forces in the grade of E-7 or above.

(4) Department of Defense (DOD) civilian employees (Army, Air Force, and Navy) who hold positions GS-5, WG-5, WL-2, WS-1, NA-5 and CC-3 grades and above; USFK technical representative, or invited U.S. Government Contractors.

(5) Any member of the USFK or its civilian component authorized shipment of a POV to the ROK at U.S. Government expense.

(6) Command sponsored family members of categories 7a(2)-(5) above. Family members of service members in grade E-6 and below require approval of the first commander (in the grade of O5) in the chain of command to obtain a driver's license in Korea. Exceptions for non-command sponsored personnel are in paragraph 37.

(7) A U.S. citizen or a third country national employed as an invited contractors, who also have SOFA privileges.

b. Personnel who operate motorcycles/mopeds (regardless of engine size) on a public street or highway must be licensed by USFK. Driver's license applicants who desire to operate a motorcycle/moped must pass written and skill tests administered by a U.S. recognized driver-testing facility, usually a state or territory license, and be able to show proof of same. Area support activity and base commanders will determine which tests are recognized in their areas. Before operation of any motorcycle or moped, personnel shall successfully complete an approved safety course. The safety course must be an appropriate Motorcycle Safety Foundation (MSF) Course or MSF-based State approved curriculum taught by certified or licensed instructors consisting of hands-on training and a performance-based and knowledge-based evaluation of rider skill. Refresher training for licensed riders is encouraged before each riding season or after long periods of inactivity. Refresher training, consisting of MSF experience rider course curriculum is required every three years. The

minimum age for operation of a motorcycle or moped on military installations is 16 years of age. The minimum age for operation off military installations is 18 years of age except as noted in para 7b(2) above.

#### **40. LICENSES.**

a. Driver's License. This paragraph establishes procedures for granting driving privileges. The SOFA Joint Committee requires--

(1) All SOFA members of USFK, the civilian component (including technical representatives and invited contractors), and all family members who drive POVs in the ROK must possess a USFK Form 134EK. All non-SOFA personnel must also possess a corresponding ROK driver's license prior to issuance of a USFK Form 134EK.

(2) Non-SOFA status contractors, technical representatives, their U.S. and third-country national employees, and family members of both groups who desire to drive in the ROK, must obtain a ROK driver's license. These personnel operating a U.S. Government owned/leased motor vehicle must also obtain a USFK Form 134EK.

(3) Applicants who are members of USFK, the civilian component, or their family members must also possess a valid U.S. state driver's license or international driver's license. In the case of individuals who receive an in-country transfer, a valid driver's license issued by the military driver's testing facility at their last duty station will be accepted. Applicants who do not possess a valid U.S. state driver's license, international license, or a valid license issued by a testing facility at their last duty station, must complete a road test unless they have completed a recognized driver's education program.

b. Temporary License.

(1) All SOFA status members of USFK, civilian component (including technical representatives, and invited contractors), all family members who desire to drive in the ROK and who are qualified under paragraph 2-1a, may use a valid U.S. state driver's license as a temporary permit for 30 days after initial arrival in the ROK.

(2) SOFA status contractors, their U.S. and third-country national employees, and family members of both groups may use a valid driver's license issued by a foreign government as a temporary permit for 30 days after initial arrival in the ROK.

#### **41. IMPLIED CONSENT PROVISIONS.**

a. Implied Consent to Blood, Breath or Urine Tests. Persons who operate a motor vehicle on a military installation automatically give their consent to chemical tests for alcohol or drug content of their blood, breath or urine. It is implied that, if lawfully stopped, apprehended or cited for an offense committed while driving or in control of a motor vehicle, the individual has given "implied consent" to the search of his/her person. An individual's refusal under the "Implied Consent" provision will automatically result in a one-year revocation of driving privileges.

b. Implied Consent to Impoundment. Persons who operate a motor vehicle on an installation shall be deemed to have given consent for the removal and temporary impoundment of the POV when it is: (1) parked illegally for unreasonable periods, (2) interfering with operations, (3) creating a safety hazard, (4) disabled by accident, (5) left unattended in a restricted or controlled area, or (6) abandoned. Such persons further agree to reimburse the U.S. for the cost of towing and storage should their motor vehicle be removed or impounded. Existence of the conditions described above will be determined by the Area Support Group/Support Group Commander or designee.

## **42. SUSPENSION, REVOCATION AND ADMINISTRATIVE HEARINGS.**

a. Policy. Suspension and revocation includes a prohibition on operating a motor vehicle within the ROK to include all military installations. 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; EUSA Area Commanders; Installation Commanders (O-5 and above); and USAF Mission Support Group Commanders. Additionally, revocation and suspension authority is delegated to sub-area commanders in Areas I, II, III, and IV. This may be further delegated to the deputy commander or equivalent (O-5 and above), but no lower. Suspension or revocation actions based on serious moving traffic violations and point assessment for other moving violations are covered in the succeeding paragraphs and 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) The revocation authority will immediately suspend the driving privileges of suspected subjects of drunken driving offenses pending the resolution of the allegation. Drunken driving offenses pertain to on/off post driving and being in physical control of a motor vehicle when their blood alcohol content is greater .05 percent IAW Article 31 (Standard of Intoxicated State). As of the date of this regulation, .05 percent is the ROK Law standard.

(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 11200.5C/AFR 31-204/MCO 5110.1C/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 an OF 346. However, see paragraph 11j(3) for tactical vehicle exception.

(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 1996 for an offense of drunk driving off post with a blood alcohol content of .11 percent. A hearing was conducted on 1 February 1996 and privileges were reinstated pending resolution in the Korean courts. On 1 March 1996, 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 1996 through 31 January 1996, and again from 1 March 1996 through 31 January 1997 for a period of 12 months.

d. Notice.

(8) For active duty military personnel assigned within the USFK, written notice of the immediate suspension will be provided to the individual after apprehension and approval of the

reviewing officer. The apprehended individual will acknowledge receipt of the suspension. The Provost Marshal Office (PMO) will provide a copy of the acknowledged suspension to the unit representative taking custody of the apprehended individual, the unit commander, and the servicing Judge Advocate.

(9) For civilian personnel under the purview of USFK and subject to the requirements of this regulation, written notice of the immediate suspension offenses will be provided to the individual after apprehension and approval of the reviewing officer. The apprehended individual will acknowledge receipt of the suspension. The apprehending officer will provide a copy of the acknowledged suspension to the unit representative taking custody of the apprehended individual (if applicable), to the apprehended individual's supervisor, to the chief of the servicing civilian personnel office (if applicable), and to the servicing Judge Advocate.

(10) For both military and civilian personnel, written notice of suspension other than immediate suspensions will be forwarded through the chain of command for endorsement by the individual. Written notices for civilians not employed at a USFK installation will be sent by appropriate registered, return receipt requested mail. Original acknowledged suspensions will be maintained in the suspension/revocation files at the servicing PMO.

(11) Installation level VRO/Pass and ID, and Pass and Registration (Air Force), offices will be responsible for input of revocation information into the B.I.D.S. When a revocation is implemented, it will be peninsula wide. The revocation will include all installations on the peninsula and will be reinstated by the authority (VRO) that revoked the privilege.

#### d. Reinstatement of Driving Privileges.

(1) Driving privileges are automatically reinstated at the termination of a suspension period.

(2) Persons whose driving privileges were revoked or restricted shall, at the termination of revocation or restriction period, request through their commander, supervisor or higher authority, as appropriate, permission to obtain a new USFK motor vehicle operator's permit. The commander will ensure that all required courses (for example, remedial driver training and alcohol education classes) have been completed. The commander's recommendation and the request will then be forwarded to the local PM or CSF.

(3) The PM or CSF will verify compliance with all terms of the revocation or restriction and forward the request to the appropriate approving authority (see paragraph 11) for final approval. After obtaining approval, the individual may apply for a new USFK Motor Vehicle Operator's Permit.

#### e. Restricted Driving Privileges.

(1) The revocation authority may consider and grant requests for restricted driving privileges based on, but not limited to, mission necessity, medical needs, or severe family or employment hardship.

(2) Restricted driving privileges will not be granted to any person whose driver's license is under suspension or revocation by a state, federal, or host nation court or administrative agency. Restricted driving privileges will not be granted to either those individuals apprehended while driving on suspension or revocation, those individuals apprehended while driving outside of previously imposed restriction, or those individuals apprehended on a second drunk driving offense. Such denials will not be made until there is an administrative decision rendered by the revocation authority as outlined in paragraph 11f(1)(c) above on the subsequent alleged misconduct.

(3) A field grade commander may approve restricted driving privileges only for the operation of tactical vehicles and only after medical determination is made that the individual does not have an alcohol or drug problem. Mission accomplishment will be the key reason an exception is granted. A copy of approved exceptions will be forwarded to the local PM or CSF. The exception will be filed with the revocation case file. (This does not apply to individuals who have had administrative determination of a second drunk driving incident.)

## **SECTION VIII – MOTOR VEHICLE REGISTRATION**

(Extract from USFK Reg 190-1, dated 27 April 2005)

### **43. REGISTRATION REQUIREMENTS**

a. This section governs registration of a motor vehicle with a USFK motor vehicle recorder and ownership of a duty-free POV within the ROK. As a general policy only one POV per sponsor may be registered with a USFK motor vehicle recorder. There is generally only one sponsor in a family. Families claiming dual sponsorship will provide the documents used to bring the persons to Korea (orders, employment contract, etc), which will be used to determine who is a sponsor. Where these movement documents authorize shipment of a POV to Korea at no expense to the POV owner, the person will be entitled to register a POV. All others must use an exception to policy to register a 2<sup>nd</sup> POV within the family. The POV may be owned by--

(1) Personnel in a command sponsored status regardless of grade. (NOTE: Personnel having partial command sponsorship are included, if authorized by sponsorship orders).

(2) Personnel in a joint domicile status authorized a POV on their orders.

(3) A member of the U.S. Armed Forces in the grade of E-7 or above.

(4) The DA civilians in the grade of GS-5 or above and USFK technical representatives and invited contractors.

(5) The U.S. citizens and third-country nationals employed 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.

### **44. REGISTRATION POLICY.**

a. 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.

b. The import document issued at the port of entry, the bill of sale, or the release document from the Defense Reutilization and Marketing Office serves as the authority to drive the POV to the U.S. military installation, provided the vehicle is properly insured and—

c. Sponsors who received motor vehicles from port or POV pick up point, purchased, or otherwise legally acquired will obtain USFK temporary license plates from the vehicle registration office prior to leaving U.S. military installation or off-installation establishment where purchasing the vehicle.

d. All POVs will be registered under the sponsor's name, even if another member of the household legally owns the POV. The sponsor may register a POV without a driver's license provided a member of the household has a driver's license or the sponsor employs the service of a chauffeur licensed IAW this regulation.

e. All motorcycles/mopeds regardless of size of Cubic Centimeters (CC's) must be registered at the Area Vehicle Registration Office.

f. The Vehicle Registration Office will ensure that only one installation tab (excluding DD FM 2220) will be issued per SOFA family unless, there is written proof granting an ETP IAW paragraph 37, Exceptions to Policy.

g. 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 31EK (Application for Registration/Cancellation of USFK POV) (available by EMO) and forwarded to the USFK PM (FKPM-S), Central Registry, Unit #15237, APO AP 962055237.

h. 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.

#### **45. SAFETY INSPECTION REQUIREMENTS.**

a. 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 testing at least every two years IAW USFK Pamphlet 200-1, paragraph 2-31. Safety Inspections are required annually. In order to ensure emissions standards compliance, all POVs will undergo an emissions test annually as part of the safety inspection. The POVs will be inspected each time the vehicle is re-registered, unless otherwise exempted by this regulation. Vehicles not complying with this regulation will not be registered or issued a USFK Safety Inspection Decal until necessary repairs are made. If a controversy develops about minor deviations, the owner has the right to appeal inspection findings as outlined in paragraph 16a.

b. Before registration, POVs must pass a safety inspection conducted within the last 30 days, at a facility designated by the U.S. Army Area Commander or USAF Support Group Commander and at least annually from date of initial registration. Invited contractors, their U.S. and third-country national employees, and their family members must obtain a vehicle inspection certificate issued by the ROK Government in lieu of the safety inspection.

c. Vehicle inspection facilities will inspect POVs IAW the vehicle standards in this regulation and for general mechanical fitness and safety. Vehicles must be equipped with a warning device (warning triangle or traffic flares) prior to registration. 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. An additional 30 days may be granted on a one-time basis by the local PM or CSF.

d. The annual safety inspection of the POV will be conducted during the same month as the initial inspection. Inspection certificates will remain with the vehicle except to present it to the Vehicle Registration Office for re-registration.

e. The USFK Motor Vehicle Recorders are responsible for affixing a USFK Safety Inspection Decal to the vehicle, provided the vehicle owner presents a valid safety inspection certificate. The decal will be affixed to the inside of the vehicles front windshield at the bottom left corner. When a POV is sold to another authorized individual, the buyer must secure a new safety inspection before reregistering the vehicle.

f. On motorcycles/mopeds without a front windshield, the safety decal will be affixed to the front of the vehicle where gate personnel can see it as the vehicle approaches a gate.

g. Non-SOFA member contractors, their U.S. and third country national (TCN) employees, and their family members, must obtain a vehicle inspection certificate issued by the ROK Government in lieu of the safety inspection.

h. The only exception to the annual safety inspection requirement are for vehicles less than two years old as determined by the manufacture date or model year, whichever is older, and the initial inspection of these vehicles will be valid for two years.

#### **46. USFK LICENSE PLATES, SEALS, AND INSPECTION DECALS.**

##### **a. Ownership, Validity and Disposition of License Plates.**

(1) Personnel who transfer from USFK to JUSMAG-K must turn in SOFA vehicle license plates to the USFK vehicle recorder at the time of the transfer.

(2) Motorcycles/mopeds 50 cubic centimeters and above shall be issued a ROK license plate and issued a decal.

(3) New license plates may be issued to replace lost or stolen plates or those that have become illegible. When plates have become illegible, the same procedures as required for initial registration of the vehicle will be followed. The original and duplicate copies of the previous vehicle registration and the illegible plates will accompany the new application.

##### **b. Displaying License Plates and Safety Inspection Decals.**

(1) License plates will be firmly mounted to the front and rear of the vehicle and will not be bent, trimmed, or altered in any manner except as necessary to adequately attach them to the vehicle. License plates will be affixed to the vehicle in the area provided by the manufacturer. No other decal fashioned in the form of a license plate may be displayed on the vehicle. POV's and NTV's are required to have both front and rear license plates.

(2) The inspection decal must be attached to the inside of the vehicles front windshield, bottom left corner. For motorcycles/mopeds not having front windshields, the decal

will be affixed to the front of the vehicle where gate personnel can see it as the vehicle approaches the gate.

NOTE: Mopeds are two-wheeled motorized vehicles with an engine size of 49 cubic centimeters and below. Mopeds are not required to display license plates, however, all rules regarding the operation of motorcycles will also apply to mopeds.

#### **47. REGISTRATION PROCEDURES.**

a. Required documentation. Persons registering a POV or motorcycle must present the following documents:

(1) Identification card.

(2) Proof of ownership.

(3) A ROK Customs Import Permit, proof that the vehicle was manufactured in the ROK, or proof of prior registration with a USFK vehicle recorder.

(4) The USFK motor vehicle operator's permit or ROK driver's license for sponsors, household members, and chauffeurs. When registering a motorcycle/moped, the USFK operator's permit will reflect authorization to operate a motorcycle.

(5) Vehicle inspection certificate indicating the motor vehicle passed a USFK vehicle safety inspection or a ROK vehicle safety inspection. The inspection certificate may not be more than 30 days old unless the vehicle is a motorcycle being registered by a Korean national employee.

(6) Insurance policy or documentation that the vehicle is insured in the amount prescribed in this regulation.

(7) Invited contractors and technical representatives will register company-owned vehicles in the company's name (Paragraph 21).

(8) A DOD issued I.D. Card and any one of the following will verify proof of SOFA STATUS:

(a) Copy of Orders (for military personnel only)

(b) Letter of Employment (GS, NAF employees)

(c) USFK FM 175R (issued to Tech Representatives and Invited Contractors)

(9) Proof of eligibility to register a vehicle IAW paragraph 12 (Standard Policy) or paragraph 37 (Exception to Policy) as applicable.

b. Insurance Requirements.

**NOTE: THERE IS NO FULL COVERAGE MOTORCYCLE INSURANCE AVAILABLE IN KOREA. STATESIDE INSURANCE COMPANIES ARE THE ONLY ONES THAT CAN PROVIDE FULL COVERAGE INSURANCE ON FINANCED BIKES.**

(1) Documentation of insurance, in the amount specified below, is required, as of this regulation date, for registration, and the owner must maintain insurance for the period he owns the vehicle. Following are minimum insurance requirements:

(a) \$50,000 to cover liability resulting from bodily injury or death of any one person.

(b) \$100,000 to cover liability resulting from bodily injury or death per accident.

(c) \$25,000 property damage liability per accident.

(2) 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.

(3) Documentation of insurance, in the amount specified below, is required as of this regulation date, for registration. The owner is required to maintain valid insurance as long as he/she owns the vehicle.

(4) SOFA POV operators must obtain liability insurance in an amount not less than the minimum coverage in ROK law (currently 80,000,000 KRW). Persons who fail to maintain minimum liability insurance may be punished by license suspension or other administrative criminal sanctions.

(5) The level of coverage is subject to change IAW ROK Law. Minimum coverage WILL ALWAYS be IAW ROK Law.

d. Vehicle Registration Roster (RCS PMJ-A2). The USFK, PM, will publish two monthly rosters for use by USFK vehicle recorders, USFK law enforcement agencies, and ROK authorities. One roster will list all current POVs and NAF vehicle registrations by organization and name. The other roster will list the same information by license plate number.

e. In Area I and Area II (Yongsan Garrison) vehicle registration will be performed at CP Kim. In Area III (CP Humphreys) SOFA members are required to go the Pyongtaek City Hall. In Area IV (CP Henry-Walker and CP Carroll) and Area V (Osan) and Area VI (Kunsan), in Area VII (Chinhae), SOFA members are required to go to their local City Halls.

**48. EXCEPTIONS TO POLICY.**

a. The Area Commanders designated in USFK Reg 10-2 have responsibility for approving or disapproving requests for exceptions to the drivers licensing and vehicle registration eligibility requirements in this regulation on a case-by-case basis. This includes either a 2<sup>nd</sup> POV for an

individual or family not automatically entitled to register a 2<sup>nd</sup> POV as outlined in paragraph 12. No blanket exception will be approved. Commanders may not approve exceptions to provisions established by ROK law. Army Area Support Group Commanders have approval authority for Air Force personnel not assigned to the 7th Air Force who are assigned within their geographical area of responsibility. Army Area Support Group Commanders also have approval authority for Army personnel assigned within their geographical area of responsibility regardless of the parent unit's location. In all cases, exception authority may not be delegated below the Deputy Area Support Group Commander. Questions on exceptions to policy should be addressed to FKPM-LE.

(1) Commanders identified above are responsible for approving or disapproving requests for exception to register more than one POV from personnel assigned to command sponsored positions, but who serve in a family member restricted area, and whose families reside elsewhere in Korea. Exceptions to policy will be valid for the duration of the tour. Personnel granted tour extensions must resubmit a new request for exception to policy. In other cases, requests for more than one POV may be approved when approval substantially contributes to the military mission. Personal convenience is not the basis for approval. Discretion is to be carefully exercised in each case.

(2) In order for any USFK service members in the grades of E-6 and below (to include their family members) to be eligible to be issued, or re-issued, a POV operator's license (USFK Motor Vehicle Operator's Permit, USFK 134EK), the service member must be serving in Korea on a command sponsored tour. Occupation of a billet that is on the Command Sponsored Position List (CSPL) is not sufficient. The service member must actually be assigned on a command-sponsored tour "with family members" and those family members must be living in Korea with the service member.

(3) Service members in the grade of E-6 and below who do not meet the command-sponsored tour qualification in paragraph 37a(2) above, may request an exception to policy. Approval authority for this exception is the Area Commander (in the grade of O-6 or above) of the area in which the service member is stationed.

(4) Motorcycles and mopeds regardless of cubic centimeter (CC) rating, must be registered at the local Vehicle Registration Office. Motorcycles/mopeds (50cc and above) must be registered at the Vehicle Registration Office in order to comply with Korean law. Those vehicles will be issued license plates in addition to an installation sticker. Although Korean law does not recognize mopeds (49cc and below) and license plates cannot be issued, mopeds (49 cc and below) are required to get an installation registration sticker for tracking, law enforcement, and force protection purposes. Any motorcycle/moped registration beyond the 2<sup>nd</sup> POV (paragraph 37b) must still be processed as an exception to policy. The matrix below is included to help personnel understand the requirements for an exception to policy when USFK personnel have motorcycles.

(5) Motorcycles, regardless of engine size, used exclusively for off-road sporting and recreational purposes are not classified as a POV. These vehicles will never be operated on a public street or road.

b. Exceptions to policy for licensing of service members in the grades of E-6 and below and their family members will be initiated by the service member and will contain the following:

(1) A local police records check requested by the service member's commander (O-3 or above) to determine any prior criminal offenses with the servicing Military Police administrative section, Air Force Security Forces Reports and Analysis Branch, or the servicing local Naval Police Records repository.

(2) Verification by the commander that the service member and command sponsored family member possesses valid driver's licenses issued by a US state or territory or the District of Columbia, and note any driving restrictions placed on the license (e.g., daytime driving only).

(3) A written memorandum or counseling record informing the service member and his/her family members, of the consequences of driving under the influence of alcohol or other intoxicants, including: adverse effect on the USFK mission; possible (but not mandatory or automatic) initiation of action under the UCMJ if the driver is a service member; consideration for adverse administrative

If 1st POV Registered is:	and 2nd POV is:	and 3rd POV is:
Car	A Car (exception is needed)	A Car/Motorcycle/Moped (exception always needed)
Car	A Motorcycle (no exception is needed)	A Car/Motorcycle/Moped (exception always needed)
Motorcycle/Moped	A Car (no exception needed)	A Car/Motorcycle/Moped (exception always needed)
Motorcycle/Moped	A Motorcycle (no exception needed)	A Car/Motorcycle/Moped (exception always needed)

action such as discharge for misconduct with a less than honorable discharge; initiation (mandatory under some service regulations, depending on the circumstances of the drunk driving incident) of a General Officer Memorandum of Reprimand or similar actions placing unfavorable information in the service member's record; and sanctions available to the command for family member misconduct. The counseling record will certify that the service member and/or his family members have reviewed the USFK Provost Marshal's slide presentation on Driving Under the Influence (available in the USFK Public Folders under Staff Folders/EAG3/EAGC-TD/New Horizons/New Horizons IV/DUI Briefing). The counseling will stress that it is the service member's responsibility to continuously maintain mandatory minimum insurance coverage IAW USFK Regulation 190-1. The counseling will be signed and dated by the commander and the service member and/or his or her family members.

(4) The service member's commander will forward a recommendation for approval/disapproval of driving privileges for the service member and for any of his or her family members who desire to drive to the first commander (in the grade of O-5) within the service member's chain of command. The O-5 commander will forward the request, by written endorsement, through the chain of command to the Area Commander (in the grade of O-6 or above) of that area in which the service member is stationed. The recommendation will include a detailed explanation of the basis for exception to policy.

(5) At a minimum of once per quarter, unit commanders will inspect service members and their vehicles to ensure that operators licenses are current, insurance policies remain in force and carry mandatory minimum coverage limits and that vehicles meet USFK vehicle safety inspection standards.

c. Exceptions to this regulation that go beyond drivers licensing and vehicle registration requirements or substantially alters the content or intent of this regulation, requires the written approval of FKPM-LE. This paragraph does not apply to JUSMAG-K personnel.

## **SECTION IX – TRAFFIC LAWS AND REGULATIONS**

(Extract from USFK Reg 190-1, dated 27 April 2005)

### **49. OPERATIONAL GUIDANCE**

a. In areas not under U.S. military control, the responsibility for traffic enforcement belongs to ROK authorities. The U.S. military law enforcement personnel do not have authority to issue Armed Forces Traffic Tickets off U.S. installations unless authorized under the U.S. Military Police Highway Patrol Program (USFK Reg 190-50). Off-duty or off-installation driving performance, however, is indicative of driving ability and safety consciousness. Therefore, EUSA Area Commanders and USAF Support Group Commanders will establish a system of coordination with ROK authorities that facilitates the receipt of information regarding traffic violations and accidents involving persons subject to this regulation.

b. Personnel subject to this regulation who are convicted of a traffic violation by ROK authorities may be assessed traffic points, or other administrative actions appropriate for the circumstances. Persons refusing to pay traffic fines imposed and afforded due process IAW applicable law demonstrate an unsuitability to continue exercising driving privileges. Accordingly, such persons may have their driving privileges suspended until such time as the SOFA member demonstrates a willingness to comply with vehicle operating laws. The U.S. law enforcement personnel will conduct off-post traffic accident investigations in conjunction with ROK authorities. If convicted by ROK authorities, U.S. law enforcement personnel may cite persons subject to this regulation with violations of this regulation and the UCMJ.

### **50. EMERGENCY WARNING DEVICES.**

a. Horns and warning devices.

(1) 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.

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

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

### **51. PROOF OF REGISTRATION AND DOCUMENTS UPON DEMAND.**

Individuals are required to possess, while operating a SOFA-plated or JUSMAG-K-registered motor vehicle, and produce on demand to law enforcement personnel--

(1) A valid military registration.

(2) A valid USFK Motor Vehicle Operator's Permit for personnel who operate a SOFA-registered POV. All non-SOFA personnel must also possess a ROK Driver's License.

(3) A valid record of motor vehicle inspection (USFK or Korean as applicable).

(4) Proof of Insurance.

## **52. ACTIONS IN CASE OF ACCIDENTS.**

a. The driver of any vehicle involved in an accident resulting in injury, death, or damage to a vehicle or other property will immediately stop at the scene of the accident or as close to it as possible. The driver will stay at the scene of the accident (unless required to transport the injured) until released by the investigating U.S. law enforcement personnel. The driver will follow all instructions outlined on the SOFA CARD form USFK FL 1EK. This card includes information in Korean and English on what actions to take when involved in an accident, emergency telephone numbers, request for assistance and a statement of SOFA status. All SOFA members will carry this card at all times.

b. Upon request, the driver will show his driver's license or permit to any person injured in the accident or to the driver, occupant, or person attending any vehicle or other property damaged in the accident. The driver will also show his driver's license or permit to law enforcement personnel at the scene of the accident.

(1) The driver will render reasonable first-aid assistance to any person injured in an accident. This includes transporting or making transportation arrangements for injured persons to a physician, surgeon, or hospital for medical or surgical treatment if it is apparent such treatment is necessary or requested by the injured person.

(2) If personnel involved in the accident are not in a condition to receive the information to which they otherwise would be entitled and law enforcement personnel are not present, the driver of the vehicle will report the accident to U.S. law authorities within 72 hours. If the accident occurred off a U.S. military installation, the nearest ROK police authority will be notified.

c. Duty upon damaging unattended vehicle or other property. The driver of a vehicle that is involved in an accident will immediately stop and--

(1) 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.

(2) 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.

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

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

### **53. TRAFFIC ACCIDENT INVESTIGATION.**

a. The U.S. traffic accident investigators will investigate on-post traffic accidents IAW Service Component Regulations. Additionally, Area Commands identified in USFK Reg 10-2, have the responsibility to investigate or coordinate with ROK authorities to investigate as appropriate, traffic accidents within their respective areas, but off the installation. Service component regulations notwithstanding, Area Commanders must still obtain information required by the SOFA, even if that necessitates an investigation.

b. The U.S. traffic accident investigators occasionally arrive after the accident scene is cleared. This makes it impossible to physically investigate the traffic accident. In these cases, there may be insufficient evidence to determine who was at fault. However, the accident investigator will collect as much information as possible and obtain witness statements in order to prepare military police and traffic accident reports. Traffic accident investigation reports will conform to AR 190-5/OPNAV 11200.5C/AFR 31-204/MCO 5110.1C/DLAR 5720.1, paragraph 4-6.

c. The U.S. traffic accident investigators will have U.S. drivers of POVs involved in accidents prepare USFK Form 214EK-R (Automobile Accident Report) (available by EMO) usually in triplicate, at the time of investigation into the accident. The original of the form will be forwarded immediately to the Commander, U.S. Armed Forces Claims Service, Korea, Unit #15237, APO AP 96205-5237. A copy of the form will be maintained with the accident report.

(1) Each owner of a POV is deemed to have consented to this notification procedure at the time of registration of the vehicle. If the POV owner refuses to complete the notification form, the investigator may charge the individual with Article 92, UCMJ, Failure to Obey an Order or Regulation. Additionally, the installation commander may take action to terminate registration IAW paragraph 22. Termination will not prevent initiating judicial, non-judicial, or administrative action against an individual based on other competent evidence.

### **54. ALCOHOL AND DRUG COUNTERMEASURES.**

a. The EUSA Area Commanders and USAF Mission Support Group Commanders will establish a program patterned after the Department of Transportation Alcohol Safety Action Program. The program should minimize the contribution of alcohol and drugs as causal factors in traffic accidents. The program will emphasize the development and coordination of appropriate countermeasures involving public information and education, enforcement, administration of justice, and rehabilitation and treatment. The program should be evaluated annually to determine its effectiveness.

b. The blood alcohol concentration standards outlined below will be considered with other evidence in determining intoxication. Use of these standards is required. However, these standards do not change the rules of evidence in judicial or non-judicial proceedings under the UCMJ.

(1) Administrative revocation of driving privileges and other enforcement measures will be applied uniformly. Test results will be evaluated as follows:

(a) If the percentage of alcohol in the person's blood is less than .05 percent, presume the person was not under the influence of alcohol.

(b) If the percentage is from .05 percent to .09 percent, presume the person is in violation of the Korean Traffic Law Article 41 Prohibition of Driving under Intoxication.

(c) If the percentage is .10 percent or higher, presume the person is Drunk IAW Article 111 of the Uniform Code of Military Justice.

(2) The above percentages are the percent of weight by volume of alcohol in the blood based on grams of alcohol per 100 milliliters of blood.

(3) Civilian employees apprehended for drunk driving will be advised by supervisors of ASAP services available. AR 600-85, chapter 14-9, provides guidance for supervisors of DA civilians. Employees apprehended for drunk driving while on duty will be referred to the ASAP for evaluation. Commanders will ensure that sponsors encourage family members who have been apprehended for drunk driving to seek ASAP evaluation and assistance.

(4) Installation driving privileges of any person who refuses to submit to or fails to complete chemical testing for blood alcohol content when apprehended for drunk driving, or convicted for other offenses will not be reinstated unless the person successfully completes either an alcohol education and treatment program sponsored by the installation or another appropriate agency. Other treatment programs must be evaluated as acceptable by the installation ASAP. Ultimately, the person must be evaluated by installation alcohol treatment and rehabilitation authorities, to determine whether the person was sufficiently rehabilitated and no longer poses a safety risk on highways. Although programs may be completed, driving privileges will not be reinstated before the expiration of a mandatory revocation period.

c. Commanders will take appropriate action against drunk drivers. For Army personnel these actions will include--

(1) A general officer letter of reprimand, administrative in nature, given to active duty Army personnel in the cases listed below. Filing of the letter will be IAW the provisions of AR 600-37. Letters are issued in the following circumstances:

(a) Conviction (includes punishment under Article 15, UCMJ) of driving while intoxicated or drunk driving either on or off the installation.

(b) Refusal to take or failure to complete a lawfully requested test to measure blood alcohol content, either on or off the installation, when there is substantial evidence to suspect drunk driving.

(c) Driving or being in physical control of a motor vehicle on or off post when blood alcohol content is above the legal limit (ROK law standard is currently .05 percent) for violations irrespective of other charges.

(2) Review by commanders of the service records of active duty Army personnel apprehended for offenses described above to determine if the following may be appropriate:

(a) Administrative reduction.

(b) Bar to reenlistment.

(c) Administrative discharge.

## **55. TRAFFIC SUPERVISION.**

a. Space in parking facilities that cannot be used for automobiles or similar vehicles should be designated for use by motorcycles or bicycles. Motorcycles/moped should use these parking spaces when available. If not available, motorcycles and mopeds may use normal parking spaces.

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

(1) On a sidewalk.

(2) In a crosswalk.

(3) In front of driveways.

(4) On a bridge or other elevated structure upon a roadway.

(5) Within a highway tunnel.

(6) On railroad or streetcar tracks.

(7) At any place narrow enough to make passing difficult, dangerous, or impossible.

(8) On a roadway or shoulder within 100 feet (30 meters) of the crest of a hill.

(9) Beside another vehicle parked parallel to the curb or on a roadway shoulder.

(10) Where official signs prohibit parking, when the curbing is painted yellow, or when the roadway is marked in yellow or white.

(11) Within 20 feet (6 meters) of a fire hydrant, crosswalk, bus stop, or intersection.

(12) 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.

(13) 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.

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

(15) Stop, park, or leave a vehicle attended or unattended where it is prohibited. In any event, an 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. Exceptions apply to vehicle operators who cannot accomplish this action due to injury or due to the disabled condition of the vehicle.

## **56. HIGHWAY CONDITION CODES.**

a. General. This section establishes criteria for classifying, coding, and reporting highway and installation traffic conditions. It also provides instructions for restricting vehicular movements and prescribes procedures for disseminating highway condition information to USFK elements and other interested agencies.

(1) This paragraph applies to military vehicles, NAF vehicles, and POVs of U.S. Forces military and civilian personnel who operate vehicles on highways on and off the installation.

(2) Area Commanders, as designated in USFK Reg 10-2, are responsible for collecting, evaluating, determining, and disseminating traffic condition information within their respective areas and on their installations

(3) Where service specific forms are cited, other service components may use component equivalent forms.

b. Condition Reports. Local PM, CSFs, safety officers, transportation officers, and engineer personnel will collect, evaluate, and collate data about weather and highway conditions within their areas and submit recommendations to the Area Commander responsible for establishing Highway and Installation condition codes. One code will be reported for the Highway condition and one code will be reported for the Installation. Information will be reported as follows:

c. Highway Condition Codes and Installation Traffic Codes. Highway condition codes pertain to MSR and ASR roads. Installation traffic codes pertain to the overall road network on an installation.

(1) Green. Highway conditions are normal.

(2) Amber.

(a) CONDITIONS. Amber condition codes will be imposed when one or more of the following conditions exist:

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

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

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

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

(3) Owners and operators of POVs, AAFES-K taxi vehicles, and contract buses, will ensure that vehicles are operated only for necessary trips. Operators must be aware of highway and weather conditions and the need for extreme care in driving. While these vehicles will not be prevented from entering or leaving military installations, owners and operators are encouraged to observe the rules established for military vehicles and must be fully prepared to assume all risks for accidents resulting from adverse highway and weather conditions. In addition, POV operators must be aware that should their vehicle become immobile under its own power, it may have to be towed at the owner's expense. Normally, this will be done only when the vehicle is creating a traffic hazard or when it is blocking the passage of emergency vehicles.

c. Red.

(1) CONDITIONS. Red condition codes will be imposed when one or more of the following conditions exist:

(a) Anticipated high-density traffic causing at least 3-hour delays as measured by a normal 1-hour trip under Green conditions, or in cases of KNP partially blocking entry/exit points to MSRs.

(b) Visibility diminished to less than 25 meters on roads due to weather (fog, heavy rain).

(c) Patch-ice accumulation over 30% - 50% per kilometer of driving-surface.

(d) More than 2" of snow accumulation over at least 50% per kilometer of driving-surface, and near total snow coverage of driving-surface.

(e) Area commander deems other appropriate factors exist to warrant additional caution. Examples might include large demonstrations with a history of violence near the planned route or flash flood prone areas during a heavy rain.

(2) Owners and operators of POVs, AAFES-K taxi vehicles, and contract buses, will ensure that their vehicles are operated only for essential trips. Operators of these vehicles will be

fully informed concerning highway and weather conditions and the need for extreme care in driving. While these vehicles will not be prevented from entering or leaving military installations, owners and operators are encouraged to observe the rules established for adverse road and weather conditions. These vehicles should also have snow chains or similar devices designed for heavy snow use. Vehicles, especially those without snow chains while operating in heavy snow, which appear unable to safely navigate while driving on military installations will be directed to the nearest available parking space and operators ordered to park the vehicle until road conditions improve.

d. Black.

(1) CONDITIONS. Black highway condition codes will be imposed when roads are generally impassable and one or more of the following conditions exist:

- (a) Anticipated or unexpected high-density traffic causing 4 hour or longer delays longer, as measured by a normal 1 hour trip under Green conditions.
- (b) Ice accumulation over 50% or more per kilometer of driving-surface.
- (c) More than 4” of snow accumulation over all or nearly all of driving-surface.
- (d) Area commander deems other appropriate factors exist to warrant additional caution. Examples might include large violent demonstrations on the planned route, or washed out/ flooded roads.

(2) POVs attempting to enter the installation are directed to the nearest available parking space inside the installation. Non-SOFA plated vehicles attempting to enter the installation will be directed to park the vehicle or allowed to immediately exit the same gate. Vehicles found in movement on the installation are ordered to park in the nearest available parking space. SOFA plated POVs are not allowed to exit the installation, unless the Installation Commander determines the areas outside the installation are in substantially safer condition.

## **SECTION X – IMPORTATION OF PRIVATELY OWNED VEHICLES**

(Extract from USFK Reg 190-1, dated 27 April 2005)

### **57. RESPONSIBILITIES.**

- a. Component commanders will ensure compliance with this chapter.
- b. Customs clearance officers, identified in USFK Reg 55-72, will ensure that ROK customs office importation declarations for motor vehicles are approved only for those individuals authorized to import a POV.
- c. The Office of the Provost Marshal, USFK (FKPM-LE), Unit #15237, APO AP 96205-5237, is the approving authority for importation of a POV at the owner's expense.

### **58. POLICY.**

Importation of POVs in the ROK is prohibited except under the following conditions:

- a. Any member of the U.S. military forces or civilian component authorized shipment of a POV to the ROK at U.S. Government expense may import a vehicle. Replacement vehicles may be imported at personnel expense contingent upon proper disposal IAW USFK Pam 608-3 or the possession of an exception to policy to register and operate two vehicles.
- b. Invited contractors firms or firms employing technical representatives with SOFA status are authorized to import company-owned vehicles provided such vehicles do not exceed the number of vehicles authorized by the contract. A POV may be imported at personal expense as long as it meets the requirements of the ROK-US SOFA and the owner complies with registration guidelines established in this regulation.

### **59. SPECIAL REQUIREMENTS.**

The customs clearance officer will require the following documents before approving a ROK customs office importation declaration for POVs:

1. Identification card.
2. Proof of ownership.
3. Proof of insurance.
4. Authenticated U.S. Government orders or contract documents authorizing importation of a POV or approval to import a POV at personal expense and showing the individual has a minimum of 180 days prior to DEROS.
5. Bill of lading.

6. A USFK driver's license.

7. Duty-free import letter from USFK SOFA Support Division (FKPM-SD).

8. USFK Form 175-R (Invited Contractor and Technical Representative Personnel Data Report) verifying status of civilian personnel.

9. A ROK driver's license (if applicable)

## **APPENDIXES**

### **APPENDIX A – USFK TRAFFIC CODE**

(Extract from AR 190-5)

#### **A-1. GENERAL.**

a. The USFK motor vehicle code is intended to be reasonably consistent with ROK traffic laws. This code applies to individuals who drive on U.S. military installations and those who operate U.S. Government vehicles on and off U.S. installations.

b. The senior military member operating or riding in an official government vehicle will ensure that the provisions of this chapter, as they apply to the operation of the vehicle, are observed. The senior occupant will take appropriate action to ensure the safe operation of a government vehicle. Before operating government vehicles the operator and senior occupant will be familiar with the provisions of this chapter.

#### **A-2. OBEDIENCE TO TRAFFIC LAWS.**

a. Unless otherwise specified, the provisions of this chapter apply to the operation of government vehicles on and off U.S. installations and to the operation of all other vehicles on public roads or highways. The provisions for accident reporting apply to all accidents in the ROK.

b. It is unlawful for any person to commit any act forbidden or fail to perform any act required in this chapter. No person may willfully fail or refuse to comply with lawful orders or the directions of law enforcement personnel (ROK and U.S.) invested with authority to direct, control, or regulate traffic.

c. For further clarification of driving laws and regulations in the ROK, contact the USFK PMJ Law Enforcement NCO.

#### **A-3. VIOLATION OF LICENSE PROVISIONS.** Persons will not--

a. Display, or permit to be displayed, or have in their possession, a canceled, revoked, suspended, fictitious, or fraudulently altered driver's license.

b. Lend a driver's license to any person, knowingly permit its use by another, or otherwise permit its unlawful use.

c. Display or represent as one's own, a driver's license not their own.

d. Fail or refuse to surrender to competent authority, upon lawful demand, any driver's license that has been suspended, revoked, or canceled.

e. Use a false name in any application for a driver's license, knowingly make a false statement, knowingly conceal a material fact, or otherwise commit a fraud in applying for a driver's license.

f. Drive a motor vehicle on any public highway at a time when their privilege to do so has been suspended or revoked. The commander having responsibility for the individual's driver record, upon verification of this violation, will administratively revoke the subject's driving privileges for a period of not less than 5 years. This action is not contingent upon judicial conviction or non-judicial punishment.

g. Cause or knowingly permit any child or ward under 18 years of age to drive a motor vehicle upon any highway except as stated in this regulation.

h. Authorize or knowingly permit a motor vehicle they own, or have under their control, to be driven upon any highway by any person who is not authorized or who is not licensed for the type or class of vehicle to be driven.

**A-4. OFFENSES AGAINST REGISTRATION PROVISIONS.** Persons will not--

a. Operate, or knowingly permit to be operated, upon any public road or highway any vehicle required to be registered IAW this regulation unless a valid USFK Form 207 has been issued and license plates issued by the appropriate USFK motor vehicle recorder are properly displayed. License plates will be firmly mounted to the front and rear of the vehicle and will not be bent, trimmed, or altered in any manner except as necessary to adequately attach them to the vehicle. License plates will be affixed to the vehicle in the area provided by the manufacturer. No other decal fashioned in the form of a license plate may be displayed on the vehicle.

b. Fail to maintain the amount of liability insurance prescribed by this regulation.

c. Lend or otherwise transfer a Certificate of Title, registration plate, or special plate unless the lending or transfer is in conjunction with the lawful transfer of possession of the vehicle.

d. Display, or allow another to display on a vehicle, any registration card or plate not issued for the vehicle.

e. Retain evidence of registration upon cancellation. Whenever a USFK motor vehicle recorder cancels the registration of a vehicle, the owner or person in possession will immediately return the evidence of registration to the appropriate USFK motor vehicle recorder.

**A-5. ANTITHEFT PROVISIONS.**

a. Offenses relating to removed, falsified, or unauthorized identification number or registration plate on a vehicle or engine. No person will--

(1) Willfully remove or falsify the identification number of a vehicle or a vehicle engine.

(2) Buy, receive, possess, sell, or dispose of a vehicle or a vehicle engine, knowing that an identification number of the vehicle or engine has been removed, falsified, or modified.

(3) Remove a vehicle registration plate or affix a vehicle registration plate not authorized for use with intent to conceal or misrepresent the identity of the vehicle or its owner.

b. Offenses relating to title and registration. No person will--

(1) Alter, forge, or counterfeit a Certificate of Title, registration card, or license plate.

(2) Possess or use a false Certificate of Title, registration card, or license plate.

(3) Use a false name or address, make a false statement, or conceal any material information on an application for a Certificate of Title or registration.

(4) Permit another who is not entitled to do so to use or have possession of a Certificate of Title, registration card, or license plate.

**A-6. FISCAL RESPONSIBILITY.** No person will sign a certificate attesting to the continuing possession of required liability insurance when they know, or have reason to believe that they do not possess or intend to maintain the required insurance. Any person whose liability insurance policy is canceled or terminated will immediately return the vehicle registration to the USFK motor vehicle recorder and cease operation of the vehicle.

**A-7. PEDESTRIAN RIGHTS AND DUTIES.** Pedestrians will obey applicable instructions of traffic control devices unless directed otherwise by law enforcement personnel.

a. Right-of-way in crosswalks.

(1) When traffic control signals are not in place or 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.

(2) Pedestrians will not suddenly leave a curb or other place of safety and walk or run into the path of a vehicle that is so close that it is difficult for the driver to yield.

(3) Drivers will not pass vehicles stopped to yield to pedestrians in the roadway.

b. Crossing at other than crosswalks.

(1) Pedestrians crossing a roadway at any point other than within a marked crosswalk or within a marked crosswalk at an intersection must yield the right-of-way to all vehicles on the roadway.

(2) Between adjacent intersections where traffic control signals are in operation, pedestrians will cross only in a marked crosswalk.

(3) Pedestrians will not cross a roadway intersection diagonally unless authorized by official traffic control devices or law enforcement personnel. When authorized to cross diagonally, pedestrians will cross only IAW the official traffic control devices.

c. Pedestrians, joggers, and marching units on the roadway.

(1) Every vehicle driver will exercise due care to avoid colliding with pedestrians on the roadway. Drivers must give warning by sounding the horn when necessary and by exercising proper precaution when observing any child or any obviously confused or incapacitated person.

(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 10 MPH (15 KPH). Drivers will be prepared to execute a prompt stop if any person should move into the path of any vehicle. Drivers will begin the 10 MPH (15 KPH) 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.

(3) Joggers will wear a reflective vest or other reflective material while on a public roadway, street, bicycle path, or any other right-of-way under USFK jurisdiction. The wearing of portable headphones, earphones, or other listening devices while operating a motor vehicle and while jogging/running, walking, bicycling or skating or skate boarding on or near the roads and streets of the installation is prohibited. The use of those devices impairs driving and masks or prevents recognition of emergency signals, alarms, announcements, the approach of vehicles and human speech.

(4) For the purpose of this regulation, a formation is defined as 3 or more personnel moving on or near the edge of a roadway. All formations will move with the flow of traffic and will not exceed 4 ranks at any time. The person in charge of the formation is responsible to ensure that there are adequate road guards, flashlights (during limited visibility) and reflective vests for the amount of personnel in the formation. At no time will any member of the formation cross over the centerline of the roadway to exceed more than one-half of the roadway. DODI 6055.4, DOD Traffic Safety Program Enclosure 3, provides further safety requirements for all DOD personnel.

d. Pedestrians on roadways.

(1) Sidewalks will be used where provided.

(2) Where there is not a sidewalk, pedestrians will walk only on the left side of the roadway or its shoulder, facing oncoming traffic.

(3) Procedures for unit formations are contained in paragraph c(2) above.

e. Pedestrians soliciting rides. No person will stand in a roadway for the purpose of soliciting a ride.

f. Right-of-way on sidewalks. The driver of a vehicle emerging from or entering an alley, building, private road, or driveway must yield the right-of-way to any pedestrian approaching on any sidewalk extending across the alley, building entrance, road, or driveway.

#### **A-8. DRIVING ON RIGHT SIDE OF ROADWAY, OVERTAKING, AND USE OF ROADWAY.**

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. On any roadway having four or more lanes for moving traffic that provides for two-way movement of traffic, no vehicle will be driven to the left of the center line of the roadway except when authorized by official traffic control devices designating certain lanes to the left side of the center of the roadway for use by traffic not otherwise permitted to use the lanes. However, this paragraph does not prohibit crossing the centerline when making a left turn into or from an alley, private road, or driveway.

d. Drivers of vehicles proceeding in opposite directions must pass each other to the right. On roadways less than 22 feet (approximately 7 meters), each driver must yield at least one-half of the main traveled portion of the roadway.

e. The following rules govern the passing of vehicles proceeding in the same direction:

(1) 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.

(2) 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 on audible signal and will not increase the speed of his vehicle until completely passed.

f. Passing on the right is permitted only under the following conditions:

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

(2) 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.

(3) 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.

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

g. Vehicles will not be driven to the left side of the center of the roadway in passing another vehicle proceeding in the same direction unless the left side is clearly visible and is free of oncoming traffic for a sufficient distance ahead to permit passing to be completely made without interfering with the operation of vehicles approaching from the opposite direction. Passing vehicles must return to an authorized lane of travel as soon as practicable. Passing must be completed before coming within 200 feet (60 meters) of any approaching vehicle.

h. Additionally, vehicles will not be driven on the left side of a two-way roadway--

(1) When approaching or on the crest of a grade or a curve in the roadway where the driver's view is obstructed within a distance as to create a hazard.

(2) When approaching within 100 feet (30 meters) of or traversing any intersection or railroad grade crossing.

(3) When the view is obstructed upon approaching within 100 feet of any bridge, viaduct, or tunnel.

i. Where signs or markings are in place to define a no passing zone, drivers will not drive on the left side of the roadway within a no passing zone or on the left side of any pavement striping designed to mark no passing zones.

j. On a roadway designated for one-way traffic, vehicles will be driven only in the direction designated. A vehicle passing around a traffic island may be driven only to the right of the island.

k. Whenever any roadway has been divided into two or more clearly marked lanes for traffic, the following rules apply:

(1) A vehicle will be driven within a single lane and may not be moved from the lane until the driver has made sure that the movement can safely be made.

(2) Drivers should not drive in the center lane except when making a left-hand turn or when passing another vehicle traveling in the same direction on roadways that are divided into three lanes with two-way movement of traffic.

(3) Drivers will obey official traffic control devices that direct traffic to use a designated lane.

(4) Drivers will obey official traffic control devices that are installed to prohibit the changing of lanes on sections of roadways.

(5) On all roadways in the ROK that provide two or more lanes for travel in the same direction and are not designated as expressways, the lane used will depend on the type of vehicle being operated and the number of lanes available for travel in the same direction.

(a) On roadways that provide four lanes for travel in the same direction, the first lane (closest to the centerline) is for sedans, station wagons, 1/4-ton passenger vehicles, and vehicles of similar design and function. The second lane is for sedans, station wagons, 1/4-ton passenger vehicles, pickup trucks, and vehicles of similar design and function. The third lane is for pickup trucks, 1 1/4-ton and larger trucks and buses. The fourth lane (curb lane) is for motorcycles, bicycles, and carts.

(b) On roadways that provide three lanes for travel in the same direction, the first lane (closest to the center line) is for sedans, station wagons, 1/4-ton passenger vehicles, and vehicles of similar design and function. The second lane is for sedans, station wagons, 1/4-ton passenger vehicles, pickup trucks, 1 1/4-ton and larger trucks, and buses. The third lane (curb lane) is for motorcycles, bicycles, carts, and trucks towing trailers or other trucks.

(c) On roadways that provide two lanes for travel in the same direction, the first lane (closest to the centerline) is for sedans, station wagons, 1/4-ton passenger vehicles, pickup trucks, and vehicles of similar design and function. All vehicles may use the second lane.

l. Motor vehicle drivers will not follow another vehicle more closely than is reasonable and prudent and will have due regard for the speed of other vehicles, traffic, and the condition of the highway.

(1) The driver of a motor vehicle towing another vehicle, who is following another motor vehicle towing a vehicle, will leave sufficient space so that a passing vehicle may enter and occupy the space between without danger. This provision applies when the vehicles are operated on any roadway outside of a residential or industrial area and does not prevent a motor vehicle towing another vehicle from overtaking and passing any similar vehicle.

(2) Motor vehicles being driven in convoy upon any roadway outside of a business or residential district, whether towing other vehicles or not, will leave sufficient space between each vehicle or combination of vehicles to enable other vehicles to enter and occupy space without danger.

m. Drivers will not drive on or cross the median unless specifically authorized. U-turns are prohibited on divided highways, expressways, and other places so designated.

n. Vehicles will not be driven on or from any controlled access roadway except at designated entrances and exits.

#### **A-9. RIGHT OF WAY.**

a. Vehicle approaching or entering intersections.

(1) When two vehicles approach or enter an intersection from different roadways at approximately the same time, the driver of the vehicle will yield the right-of-way to the vehicle on the right.

(2) The right-of-way rule is modified at through-highways and where stated in this paragraph.

b. Vehicles turning left. The driver of a vehicle intending to turn left at an intersection or into an alley, private road, or driveway will yield the right-of-way to vehicles approaching from the opposite direction that are within the intersection or so close as to constitute an immediate hazard.

c. Vehicles entering intersections, to include four-way stops.

(1) A right-of-way at an intersection may be indicated by stop signs or yield signs.

(2) Except when directed to proceed by law enforcement personnel or a traffic control signal, the driver approaching an intersection where there is a stop sign will stop at the stop line, or at the point nearest the intersecting roadway where the driver has a view of approaching traffic on the intersecting roadway. This stop will be made before entering the intersection. After stopping, the driver will yield the right-of-way to any vehicle that has entered the intersection from another highway, has arrived at the intersection first, or is approaching closely enough to constitute an immediate hazard if the driver were to move across the intersection.

(3) The driver of a vehicle approaching a yield sign will slow down to a speed reasonable for the existing conditions. If the driver is required to stop, he will do so at a clearly marked stop line. If there is no marked stop line, the stop will be made at the point where the driver has a view of approaching traffic on the intersecting roadway.

(a) After slowing or stopping, the driver will yield the right-of-way to any vehicle in the intersection or any vehicle approaching on another highway so close as to constitute an immediate hazard during the time the driver would move across or within the intersection.

(b) If the driver is involved in a collision with a vehicle in the intersection after driving past a yield sign without stopping, the collision will be deemed prima facie evidence of the failure to yield right-of-way.

d. Vehicles that enter a highway from a private road, driveway, or on-ramp. The driver of a vehicle entering or crossing a public road or highway from an alley, private road, driveway, or on-ramp, will yield the right-of-way to all vehicles approaching on the public road or highway.

e. Operation of vehicles during an approach by authorized emergency vehicles.

(1) Drivers of other vehicles will yield the right-of-way and will immediately drive to a position parallel to and as close as possible to the right-hand edge or curb of the roadway clear of any intersection and will stop and remain stopped until the authorized emergency vehicle has passed.

(2) The priority given to emergency vehicles does not relieve the driver from the duty to drive with due regard for the safety of all persons.

f. Vehicles within a traffic circle. The driver of a vehicle about to enter a traffic circle must yield the right-of-way to all vehicles within the traffic circle.

## **A-10. TRAFFIC SIGNS, SIGNALS, AND MARKINGS.**

a. Traffic control devices. Drivers of vehicles will obey the instructions of official traffic control devices unless directed otherwise by law enforcement personnel. This provision will not be enforced against an alleged violator if at the time and place of the alleged violation an official device is not in proper position and sufficiently discernible by an ordinarily observant person. When official traffic control devices are reasonably displayed, presume that they have been placed by the official act or direction of lawful authority and therefore must be obeyed.

b. Traffic control signal legend. Whenever traffic is controlled by a traffic control signal exhibiting different colored lights or colored-lighted arrows, successively one at a time or in

combination, only green, red, and yellow colors will be used. The lights will indicate and apply to the drivers of vehicles and pedestrians as follows:

(1) Green indication.

(a) Vehicular traffic facing a circular 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. If straight-through traffic is impossible by the nature of the intersection, a green indication permits a right or left turn unless a sign prohibits the turn. Vehicles will yield the right-of-way to vehicles and pedestrians within the intersection or an adjacent crosswalk at the time the signal changes.

(b) Vehicular traffic facing a green arrow signal lighted alone, may make only 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.

(c) Unless otherwise indicated by a pedestrian-control signal, pedestrians facing any green signal, except when the sole green signal is a turn arrow, may proceed across the roadway within any marked or unmarked crosswalk.

(2) Steady yellow indication.

(a) A steady yellow signal warns that the related green movement is being terminated and a red indication will soon be exhibited. Vehicular traffic may turn left unless a sign prohibits a turn. However, when executing the turn, drivers must yield the right-of-way to other vehicles and to pedestrians within the intersection or an adjacent crosswalk at the time the signal is exhibited.

(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.

(3) Steady red indication.

(a) Vehicular traffic facing a steady red signal must stop at a clearly marked stop line. If there is no 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-hand turn provided no traffic or pedestrians are intersecting the roadway. Stopped vehicular traffic facing a steady red signal never has the right-of-way when making a right turn.

(c) Pedestrians facing a steady red signal will not enter the roadway.

(d) 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.

(4) If an official traffic control signal is erected and maintained at a place other than an intersection, the provisions of this paragraph apply, unless by their nature can have no application. Any stop required will be made at a sign or marking on the pavement indicating where the stop is to be made. In the absence of a sign, the stop will be made at the signal.

c. Pedestrian control signals. Whenever a pedestrian control signal exhibits a red or green circular light, the signals indicate the following:

(1) 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.

(2) 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.

d. Flashing signals (See paragraph C-13a for conduct at railroad crossings). Whenever an illuminated flashing red or yellow signal is used in a traffic sign or signal, the following applies:

(1) 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.

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

e. Lane direction 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 signal is displayed.

f. Display of unauthorized signs, signals, or markings. No person will place, maintain, or display upon, or in view of any highway any unauthorized sign, signal, marking, or device that

resembles an official traffic control device, railroad sign or signal, attempts to direct the movement of traffic, or which hides from view or interferes with the effectiveness of an official traffic control device or any railroad sign or signal.

g. Interference with official traffic control devices, railroad signs, or signals. No person will, without lawful authority, attempt to or alter, deface, knock down, or remove any official traffic control device, railroad sign, signal, or any inscription, shield, or insignia or any other part.

#### **A-11. TURNS, STARTS, AND SIGNALS.**

a. Required position and method of turning at intersections. The driver of a vehicle may not turn a vehicle at an intersection other than as directed and required by the devices.

(1) Right turns. The approach for a right turn and the right turn will be made as close as practicable to the right-hand curb or edge of the roadway.

(2) Left turns. The driver of a vehicle intending to turn left at an intersection will approach the intersection in the extreme left-hand lane available to traffic moving in the direction of travel. After entering the intersection, the left turn will be made to leave the intersection in a lane lawfully available to traffic moving in the direction upon the roadway being entered. Whenever practical the left turn will be made in the portion of the intersection to the left of the center of the intersection.

(3) U-Turns. U-turns may only be completed where authorized by posted signs.

b. Turning on a curve, crest, or grade. Vehicles will not be turned to proceed in the opposite direction upon a curve or near the crest of a grade, where the vehicle cannot be seen by the driver of any other vehicle approaching from either direction within 500 feet (approximately 150 meters).

c. Placing a parked vehicle in motion. No person will begin the movement of a vehicle that is stopped or parked until such movement can be made safely.

d. Turning movements and required signals.

(1) Drivers will not turn a vehicle at an intersection unless the vehicle is in proper position upon the roadway as required. They will not turn a vehicle to enter a private road or driveway, otherwise turn a vehicle from a direct course, or move right or left on a roadway until the movement can be made safely. Proper directional signals will be given before making turns.

(2) A signal of intention to turn will be given continuously during the last 100 feet before turning and during the turn.

(3) No person will stop or suddenly decrease the speed of a vehicle without first giving an appropriate directional signal.

(4) Signals will be used to indicate an intention to turn, change lanes, or start from a parked position and will not be flashed on one side of a parked or disabled vehicle or flashed as a courtesy to encourage passing.

e. Stop and turn signals.

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

(2) Any motor vehicle in use on a highway must be equipped with directional signals when the distance from the center of the top of the steering post to the left outside limit of the body, cab, or load of such motor vehicle exceeds 24 inches (60 centimeters) or when the distance from the center of the top of the steering post to the rear limit of the body or load exceeds 14 feet (approximately 4 meters). This distance applies to a single vehicle and any combination of vehicles.

(3) 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.

(4) 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.

## **A-12. SPECIAL STOPS.**

a. Signals indicating approach of a train.

(1) Whenever any person driving a vehicle approaches a railroad crossing, the driver will stop no less than 15 feet (approximately 5 meters) from the nearest rail of the railroad and will not proceed until it is safe. This requirement applies when--

(a) A clearly visible electric or mechanical signal device gives warning of the immediate approach of a train.

(b) A crossing gate is lowered or when a human flagman gives a signal of the approach or passage of a train.

(c) A railroad train approaching within approximately 1,500 feet (approximately 450 meters) of the highway crossing emits an audible signal that warns of an impending hazard.

(d) An approaching railroad train is plainly visible and is in hazardous proximity.

(2) No person will drive any vehicle through, around, or under any crossing gate or barrier at a railroad crossing when the gate or barrier is closed or is being opened or closed.

(3) The following vehicles must stop at all railroad crossings:

(a) Any motor vehicle carrying passengers for hire or any school bus carrying school children.

(b) Any vehicle carrying explosives or flammable substances.

b. Flagmen. Stops are not required at a crossing where a flagman directs traffic to proceed.

c. Overtaking and passing school buses or shuttle buses on or off post. Vehicle operators will not pass or overtake a school bus or shuttle bus stopped on the traveled portion of the highway when the buses are being used to receive or deliver passengers, as indicated by flashing lights or direct observation.

d. Tollgates and tollbooths. All USFK military vehicles will come to a full and complete stop before passing through tollgates and tollbooths on ROK expressways.

e. Reveille and retreat. During reveille and retreat or special ceremonies that require military courtesy (for example, national anthem), all drivers of vehicles, except those on major thoroughfares, will stop, disembark the vehicle, and render proper courtesy.

### **A-13. SPEED RESTRICTIONS.**

a. Vehicle operators will not drive at a speed greater than is reasonable or prudent under road and weather conditions and with regard to the actual and potential hazards. The maximum speed limits are shown below. Military vehicles operators will not exceed maximum speed limits.

(1) Within a city, community, or built-up area: 35 MPH/56 KPH.

(2) Outside a city, community, or built-up area: 40 MPH/64 KPH.

(3) School zones: 15 MPH/24 KPH.

(4) Parking areas, motor pools, and aircraft parking areas: 5 MPH/8 KPH.

(5) Expressways and toll roads: The minimum speed will be as posted. The maximum speeds are as follows:

(a) Tactical vehicles (excluding M880/M890/M998/M1000 series vehicles): 40 MPH/64 KPH.

(b) Speed limits by expressway for POVs/sedan type military vehicles are shown in table C-1.

b. All other military vehicles are considered cargo vehicles; the speed limit is 50 MPH/80 KPH regardless of the time of day.

c. No person will operate any motorcycle at night time at a speed greater than 35 MPH/56 KPH unless the vehicle is equipped with a headlight that is adequate to reveal a person or vehicle at a distance of 300 feet (90 meters).

d. Vehicles will not be operated at such a slow speed that impedes the normal and reasonable movement of traffic except when reduced speed is necessary for safe operation or in compliance with the law.

e. Vehicle operators will not participate in any race, speed competition or contest, drag race or acceleration contest, test of physical endurance, exhibition of speed or acceleration, or any event for the purpose of setting a speed record. Additionally, operators are prohibited from participation in any race, competition, contest, test, or exhibition unless approved as an authorized sporting competition by appropriate ROK or U.S. authorities.

f. In accordance with USFK Pam 385-2, a warning device (triangle or flares) will be placed on the roadway 100 meters (320 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 100 meters is not always practical, warning devices will be placed at a distance where oncoming traffic is warned as they approach the traffic hazard. Flashers may also be used by other motorists to warn of emergency conditions (accident or near the roadway, disabled vehicle, etc.).

g. The use of Radar or Laser detection devices to indicate the presence of speed recording instruments or to transmit simulated erroneous speeds is prohibited on DOD Installations.

<b>Table D-1</b>	
<b>Expressway speed limits</b>	
Expressway No. & Name	Maximum - Minimum
10 Chungbu (Seoul-Taejon)	66 MPH/110 KPH - 25 MPH/40 KPH
1 Gyongbu (Seoul-Pusan)	62 MPH/100 KPH - 31 MPH/50 KPH
2 Gyongin (Seoul-Inchon)	62 MPH/100 KPH - 31 MPH/50 KPH
8 Ulsan (Ulsan-Eonyang)	62 MPH/100 KPH - 31 MPH/50 KPH
3 Honam (Hwedoek-Suncheon)	50 MPH/80 KPH - 25 MPH/40 KPH
4 Yongdong (Saemal-Kangreung)	50 MPH/80 KPH - 25 MPH/40 KPH
5 Donghae (Kangreung-Mukho)	50 MPH/80 KPH - 25 MPH/40 KPH
6 Namhae (Pusan-Suncheon)	50 MPH/80 KPH - 25 MPH/40 KPH
7 Guma (Taegu-Masan)	50 MPH/80 KPH - 25 MPH/40 KPH
9 Olympic	50 MPH/80 KPH - 25 MPH/40 KPH

**A-14. BUS ONLY LANE RESTRICTIONS.** IAW USFK Pam 385-2 Section 2(d), a Bus Lane is defined as—

a. Bus lane (in cities) are established to limit traffic. It is marked by a blue line and it designates a lane to be used only by scheduled busses during rush hours. Supplemental signs normally show the time when no vehicles other than buses will travel in the lane. At intersections the bus lane will have a broken or dash line, vehicle other than buses may enter this bus lane to make a right turn or immediate exits the main street.

b. Since the bus lane is for buses only, regular vehicles may not enter or use this lane under ordinary circumstances.

c. Bus lanes on expressways (between Seoul to Shintanjin expressway only) are designated to be used only by buses and 9-passenger vans (at least with 6 passengers) on weekends and holidays. Bus lanes on expressways are also identified with a blue line painted on the expressway.

d. This schedule is subject to be expanded (changed). It normally changes on Korean holidays and during special events as deemed necessary by the Korean Government.

<b>Day</b>	<b>Seoul --- Shintanjin</b>	<b>Time</b>
Saturday	Both directions	1200-2100
Sunday and Holiday	Shintanjin to Seoul	0800-2300
	Seoul to Shintanjin	0800-2100

**A-15. SERIOUS TRAFFIC OFFENSES.**

a. Reckless driving. Any person who drives a vehicle in willful or wanton disregard for the safety of persons or property is guilty of reckless driving.

b. Persons under the influence of any intoxicant. No person will--

(1) Drive or be in actual physical control of a vehicle while under the influence of any intoxicant.

(2) Consume alcoholic beverages or any other intoxicant in a vehicle.

(3) Transport in any vehicle, any alcoholic beverage not in the original, unopened container unless the opened container is not accessible to the vehicle operator and passengers. A container is considered open when the seal of a bottle has been broken or when a can has been punctured.

(4) USFK Regulation 27-5 (pgs 9-10) covers in greater detail, unauthorized activities concerning alcoholic beverages.

c. Persons under the influence of drugs. Persons under the influence of drugs that render them incapable of operating a motor vehicle will not operate a vehicle. Drugs include illegal drugs, prescription drugs, or over-the-counter drugs that could result in impairment of a person's ability to operate a vehicle.

d. Vehicular homicide. Vehicle operators who cause the death of another while operating a vehicle, whether intentionally or unintentionally, will be guilty of homicide when the violation is determined to be the imminent cause of death.

e. Fleeing or attempting to elude law enforcement personnel. Vehicle drivers will not willfully fail or refuse to bring their vehicles to a stop or otherwise flee or attempt to elude a police vehicle when given visual or audible signal to bring the vehicle to a stop. The signal given by law enforcement personnel may be by hand, emergency flashers, emergency lights, or siren. The law enforcement official giving the signal must be in uniform and must prominently display distinctive police identification (for example, badge, brassard). Any vehicle used to effect stops must be appropriately marked with signs and emergency equipment indicating that it is an official police vehicle.

## **A-16. MISCELLANEOUS RULES.**

- a. No person will--
  - (1) Leave a child under the age of 10, or a pet in an unattended vehicle.
  - (2) 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). If either requirement (age or weight) is not met, then the infant/child must be transported in a car seat.
  - (3) Leave a vehicle unattended with the motor operating.
- b. Vehicle operators will ensure sufficient clearance prior to initiating vehicle movements.
- c. Vehicle operators of vehicles will maintain control of their vehicles at all times.
- d. Vehicle operators will give attention to all situations that may adversely affect the safe operation of their vehicle.
- e. Vehicles will not be backed unless the movement can be made with safety 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.
- f. Vehicles will not be operated on a sidewalk.
- g. 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.
- h. 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.
- i. 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.
- j. Vehicles will not coast with the transmission in neutral or with the clutch disengaged.
- k. Littering on all highways is prohibited.
  - (1) Material inadvertently dropped on the highway will be removed as expeditiously as possible.

(2) Residue left from traffic accidents will be removed from the highway as soon as possible.

1. Personnel subject to this regulation are restricted from using hand held cellular phones while operating a motor vehicle on or off military installations. Use of a cellular phone utilizing the “hands free” operation is authorized. A “hands free” device is a speaker that is audible from within the vehicle compartment. Earphones or headphones have the potential to cause the driver to be unable to hear approaching emergency vehicles and therefore are not authorized for use while driving or operating any vehicle.

m. Personnel are prohibited from deliberately operating a radio, record player, disc player, television, or tape player, in any public place as such volume or manner as to affect the peace and quiet of persons who may be present. (ref USFK Regulation 27-5 pg 7). This includes car stereos as well as music emitting from stereos anywhere on the installation.

**A-17 SPECIAL RULES FOR MOTORCYCLES AND MOPEDS.** (italics and bold added for emphasis.)

*a. Motorcyclists/moped operators will be licensed IAW paragraph 7c above. Operators must complete the local installation offered Motorcycle Safety Foundation Course prior to being allowed to operate or register a motorcycle/moped in Korea.*

*b. Motorcyclists/moped operators are granted rights and are subject to the duties applicable to the driver of any other vehicle. Special provisions of this paragraph, which, by their nature, can have no application, do not apply.*

*c. Motorcyclists/moped 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 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/mopeds will ride while sitting astride the seat facing forward.*

*(2) Motorcyclists/moped 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/moped in a position that interferes with the operation or control of the motorcycle.*

*d. All motorcycles/mopeds 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/moped between lanes of traffic or between adjacent lines or rows of vehicles.*

*(2) Motorcycles/mopeds will not be operated two or more abreast in a single lane.*

*e. No person riding or driving a motorcycle/moped will attach himself or the motorcycle to any other vehicle on a roadway.*

*f. A motorcycle/moped transporting a passenger, other than in a sidecar or enclosed cab, must be equipped with footrests for the passenger. Motorcycles/mopeds may not have handlebars that are more than 15 inches (38 centimeters) in height above the seat designated for the operator.*

*g. Motorcycle/moped riders must wear--*

*(1) A safety helmet certified to meet Department of Transportation (DOT) standards properly fastened under the chin.*

*(2) Shatterproof eye protection. Goggles of plastic or hardened safety glass or a face shield are required even if the motorcycle/moped 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/moped during the hours of darkness.*

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

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

*(5) Full-fingered gloves.*

*(6) High-visibility outer upper-body garments. Requirements are for bright colored clothing for day time travel and reflectorized clothing for night time travel. The Outer upper-body garment shall be clearly visible and uncovered at all times.*

*h. Motorcycles/mopeds must have a lighted headlamp on at all times.*

*i. A rear view mirror will be attached to each side of the handlebars.*

*j. Motorcycles/mopeds driven off public streets, roadways, or highways on U.S. installations will be operated only in those areas designated by the installation or base commander.*

*k. Motorcycles/mopeds will not be operated on Korean expressways.*

*l. Failure to wear the Personal Protective Equipment(PPE) listed in paragraphs C-19g(1)-(6) above or comply with licensing or operator training requirements may be considered in making line-of-duty determinations if the injury is from such nonuse of PPE or noncompliance.*

#### **A-18. SCOPE AND EFFECT OF VEHICLE EQUIPMENT PROVISIONS.**

a. It is unlawful to own, drive, or cause to be driven, any vehicle that is unsafe. (Paragraph 3-2 outlines vehicle safety inspections.)

b. Vehicle safety standards established in this regulation do not prohibit the use of additional parts and accessories that do not conflict with the provisions of this regulation.

c. The provisions of this regulation with respect to equipment required on vehicles do not apply to implements of husbandry, road machinery, road oilers, farm tractors, tactical military vehicles, or motorcycles that are never operated on public streets or highways except where special provisions are established.

#### **A-19. LAMPS AND OTHER LIGHTING EQUIPMENT.**

a. Use of lights. 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 impairs visibility.

(1) Distance requirements established above apply to a vehicle on straight, level, unlighted highways under normal atmospheric conditions unless a different time or condition is expressly stated.

(2) Whenever a requirement is expressed as the mounted height, it means from the center of such lamp or device to the ground level on which the vehicle stands when the vehicle is not loaded.

b. Headlights on motor vehicles.

(1) Every motor vehicle except a motorcycle must be equipped with at least two headlamps. One will be on each side of the front of the motor vehicle.

(2) Headlights will have a mounted height of 24 to 54 inches (60 to 137 centimeters).

(3) Fog lights are not required. If the owner chooses to install or use fog lights, they will not be used except during periods of impaired visibility and in conjunction with high beam headlights.

(4) Headlights will have high beam and low beam capability. Headlight high and low beams must be adjusted correctly.

c. Taillights.

(1) Every motor vehicle, except a motorcycle, to include trailers and towed vehicles will be equipped with at least two taillights mounted on the rear. The light must emit a red light plainly visible from a distance of 1,000 feet (300 meters). On a combination of vehicles, taillights are required only on the last vehicle. The lights must be mounted on the same level and as widely spaced laterally as practicable.

(2) Taillights on vehicles shall have a mounted height of 20 to 72 inches (50 to 182 centimeters).

(3) Vehicles will be equipped with a license plate light to illuminate the plate. The license plate must be clearly legible from a distance of 70 feet (21 meters). Taillights and the license plate light shall be wired so they will be illuminated when headlights are in use.

d. Reflectors.

(1) Every vehicle will be equipped with two or more reflectors on the rear of the vehicle. These may be part of the taillights.

(2) Reflectors will be mounted on the vehicle at a height of 20 to 70 inches (50 to 177 centimeters). They will be mounted so they are visible at night from distances within 100 to 600 feet (30 to 180 meters) by a vehicle using either low beam or high beam headlights, respectively.

e. Brake lights and turn signals. Every motor vehicle (except motorcycles) to include trailers, will be equipped with--

(1) Two or more brake lights on the rear of the vehicle. The brake lights must display a red or amber light that is visible a distance of at least 300 feet (90 meters) to the rear in normal daylight hours. Brake lights must be activated upon application of the foot brake. On a combination of vehicles, only the brake lights on the last vehicle must be visible from the distance specified.

(2) Electric directional turn signals. Turns will be indicated by lights on the front and rear of the vehicle that flash in the direction the turn is to be made. Front directional turn lights will

be mounted on the same level and as widely spaced laterally as practical and will emit a distinguishable light signal. Red or amber rear directional turn signals will be mounted as widely spaced as practical. Turn signal lights must be visible at a distance of not less than 300 feet (90 meters) to the front and rear in normal sunlight.

f. Emergency flashers.

(1) Every motor vehicle, except a motorcycle, will be equipped with--

(a) Two lights on the front that, when lighted, display an intermittent flashing white or amber light visible from a distance of 1,000 feet (300 meters) to the front of the vehicle.

(b) Two lights on the rear of the vehicle that displays a visible intermittent red light from a distance of 1,000 feet (300 meters) to the rear of the vehicle.

(2) Whenever a vehicle is parked or stopped adjacent to a roadway, regardless if attended or unattended, emergency flashers will be used, except when in an authorized parking zone.

g. Spotlights and auxiliary lights.

(1) Spotlights. Any motor vehicle may be equipped with not more than two spotlights. Spotlights will be aimed and used so that no part of the high-intensity portion of the beam will strike the windshield, any window, mirror, or occupant of another moving vehicle.

(2) Auxiliary passing lights. Any motor vehicle may be equipped with a maximum of two auxiliary passing lights mounted on the front of the vehicle at a mounted height of 24 to 42 inches (60 to 106 centimeters). (Paragraph C-20k below applies to any combination of headlights and auxiliary passing lights.)

(3) Auxiliary driving lights. Motor vehicles may be equipped with no more than two auxiliary driving lights mounted on the front. They will be at a mounted height of 10 to 42 inches (25 to 106 centimeters). (Paragraph D-20k below applies to any combination of headlights and auxiliary passing lights.)

h. Emergency lighting for emergency vehicles.

(1) Authorized emergency vehicles will, in addition to other equipment and distinctive markings, be equipped with at least one signal lamp capable of displaying a flashing red light that is visible at 500 feet (150 meters) in normal sunlight in all directions.

(a) Vehicles assigned to USACIDC and vehicles used by other law enforcement investigative activities are authorized to be equipped with a

flashing red light mounted in the front grill of the vehicle or a portable red light mounted as high on the vehicle as practicable.

(b) Law enforcement, ambulance, fire, and other emergency vehicles, will normally have the light mounted on the roof of the vehicle.

(2) Highway maintenance, wrecker, and military convoy vehicles may be equipped with at least one amber signal light mounted as high as possible on the vehicle. The light must be visible at 500 feet (150 meters) in normal sunlight in all directions.

i. Additional lighting equipment.

(1) Any motor vehicle may be equipped with not more than four side lamps that emit an amber or white light without glare at the front of the vehicle and a red or amber light without glare at the rear of the vehicle.

(2) The flashing lights described above will be used only on authorized emergency vehicles. (See AR 58-1 for specific descriptions of authorized emergency vehicle equipment.)

(3) Motor vehicles may be equipped with one or more backup lights either separately or in combination with other lights. These lights will not be lighted when the motor vehicle is in forward motion.

j. Multiple beam road lighting equipment. Except as provided herein, the headlights, auxiliary driving lights, or the auxiliary passing lights on motor vehicles must be arranged so the driver may select at will between distribution of light projected to different elevations.

(1) There will be an uppermost distribution of light, or high beam, aimed to reveal persons and vehicles at a distance of at least 450 feet (135 meters).

(2) There will be lowermost distribution of light, or low beam, aimed to reveal persons and vehicles at a distance of at least 150 feet (45 meters).

(3) The following applies to the proper use of multiple beam lights:

(a) When approaching another vehicle at night, the driver will use the proper beam so light is not projected into the eyes of the oncoming driver.

(b) When approaching another vehicle from the rear at night, the driver will switch to low beam lights. Lights will be dimmed at approximately 300 feet (90 meters).

k. Number of driving lights required or permitted.

(1) At all times specified in paragraph C-20a, at least two functional headlights must be displayed, one on each side at the front of every motor vehicle, except when the vehicle is parked.

(2) Whenever a motor vehicle equipped with headlights is also equipped with auxiliary lights, spotlights, or other lights on the front of the vehicle that project a beam of intensity greater than 300 candle power, no more than four lights on the front of a vehicle may be lighted at one time.

1. Special restrictions on lights.

(1) During the times specified in paragraph D-20a, any lighted lamp or illuminating device upon a motor vehicle (other than headlights, spotlights, auxiliary lights, directional turn signals, vehicular emergency flashers, and school bus warning lights) that projects a beam of light of an intensity greater than 700 candle power will be directed so that no part of the high-intensity portion of the beam will strike the level of the roadway on which the vehicle stands at a distance of more than 75 feet (23 meters) from the vehicle.

(2) Except as required in paragraph C-20i, no person will drive or move any vehicle on the highway with any light or device that displays a red light visible from the front.

(3) Unless authorized, flashing lights are prohibited.

**A-20. BRAKES.**

a. Every motor vehicle, trailer, and any combination of vehicles operating upon a highway must be equipped with brakes that meet the following criteria:

(1) Adequacy or service (foot) brakes. Every vehicle and combination of vehicles must be equipped with service brakes adequate to control the vehicle's movement. Brakes must comply with the performance requirements of paragraph C-21b below, to include when loading and regardless of the grade of the road the vehicle must negotiate.

(2) Adequacy of the parking brake. Every vehicle must be equipped with a parking brake adequate to hold the vehicle on any grade on which it is operated, under all conditions of loading, on a surface free from snow, ice, or loose material. The parking brake will be capable of being applied by the driver's muscular effort, by spring action, or by equivalent means. The service brakes may assist its operation provided that failure of the service brake actuation system or other power assisting mechanism will not prevent the parking brake from otherwise being applied.

(a) The parking brake must be designed so that once it is applied, it will remain applied with the required effectiveness despite exhaustion of any source of energy or leakage of any kind. The same brake drums, brake shoes,

or actuation mechanism normally associated with the wheel brake assemblies may be used for both the service brakes and the parking brake.

(b) If the means of applying the parking brake and the service brakes are connected in any way, it will be so constructed that failure of any one part will not leave the vehicle without operative brakes.

b. Every motor vehicle, at all times and under all conditions of loading and on application of the service brake, must be capable of stopping from a speed of 20 MPH (32 KPH) in not more than the distance specified in table C-2. The distance to be measured will be from the point at which movement of the service brake pedal or control begins. Tests for stopping distance must be made on a substantially level (not to exceed plus or minus 1 percent grade), dry, smooth, hard surface that is free from loose material.

c. All brakes will be maintained in good working order and adjusted to operate as equally as practical.

<b>Table D-2</b>	
<b>Braking distances</b>	
Brake system application and braking distance from an initial	
Classification of Vehicle	speed of 20 MPH/32 KPH
Passenger vehicles with seating capacity of 10 people or less, including the driver, not having a manufacturer's gross vehicle weight rating	25 feet/7.5 meters
Single unit vehicles with a manufacturer's gross vehicle weight rating of 10,000 pounds or less	30 feet/9 meters
Single unit vehicles with a manufacturer's gross weight rating of more than 10,000	40 feet/12 meters
Combination of a two-axle towing vehicle and a Trailer with a gross trailer weight of 3,000 pounds Or less	40 feet/12 meters

Buses, regardless of the number of axles, not having	
A manufacturer's gross weight rating	40 feet/12 meters
All combinations of vehicles in drive-away or tow-away	
Operations	40 feet/12 meters
All other vehicles and combinations of vehicles	50 feet/15 meters

**A-21. OTHER VEHICLE STANDARDS.**

a. Horns and warning devices.

(1) 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.

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

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

(4) Authorized emergency vehicles must be equipped with a siren capable of emitting sound under normal conditions from a distance of not less than 500 feet (150 meters). Sirens will not be used except when the vehicle is operated in response to an emergency call or in the immediate pursuit of an actual or suspected violator of the law, in which case the driver of the vehicle will sound the siren when necessary to warn pedestrians and other drivers. Sirens may also be sounded as part of routine equipment checks. In addition, sirens may be used by operators of other emergency vehicles outlined in TM 38-600.

(a) Commanders of units authorized emergency vehicles will develop procedures for use of emergency equipment. The procedure will include a statement that operators of emergency equipment may be found at fault in traffic accidents for not obeying traffic laws. Operators may also be found liable for death or injury to bystanders involved in traffic accidents where the operator of the emergency vehicle is found at fault.

(b) A copy of the procedure will be forwarded to FKPM-LE for approval before being effected.

b. Mufflers. Motor vehicles will be equipped with a muffler in good working order and in constant operation to prevent excessive or unusual noise. Cutout mufflers and exhaust systems that contain a bypass or similar device are prohibited. The engine and power mechanism of every motor vehicle must be equipped and adjusted to prevent the escape of excessive fumes or smoke.

c. Mirrors. Motor vehicles must be equipped with a mirror located so that the driver can view the highway for a distance of at least 200 feet (60 meters) to the rear and side of the motor vehicle.

d. Unobstructed windshields and wipers.

(1) Vehicle glass may not contain any sign, poster, or other material that obstructs, obscures, or impairs the driver's clear view of the highway or area where the vehicle is to be operated. The placing of items on the rear-view mirror, such as dice, tassels, bracelets, or any other item that obstructs the driver's field of vision is prohibited.

(2) Vehicles may not be operated when frost, ice, snow, or mud obscures the windshield, rear window, or door glass, and impairs the driver's view in any direction.

(3) Windshield, door, and other body glass must be free of substantial breaks, cracks, or discoloration that would restrict the operator's vision. As a general rule, no break, crack, or discoloration can be present on any area of the front windshield that is touched by the windshield wipers. "Hairline" cracks that do not obstruct the driver's view are acceptable. Shatter marks of more than 1 inch in diameter, regardless of location on the front windshield, are not acceptable.

(4) The windshield of every motor vehicle (except motorcycles) must be equipped with two windshield wipers capable of removing moisture from the windshield. Wipers must be in good working order.

(5) Tinted windows are permissible only when the interior of the vehicle is visible from a distance of 33 feet (10 meters) during daylight.

(6) Curtains are permissible. However, when the vehicle is in motion, curtains cannot obstruct any portion of operator view.

e. Tire restrictions.

(1) Each tire mounted on a vehicle will be free of weak spots, bulges, and baldness. All of the original tread pattern must be visible, and the tread will not be less than 1/16-inch depth. Racing slicks and wide tires that extend beyond the fender well are prohibited.

(2) Tires that contain any material other than rubber designed to improve traction are prohibited. Exceptions are noted below.

(a) Tire chains of reasonable proportions on any vehicle when required for safety because of snow, ice, or other conditions that may cause a vehicle to skid.

(b) Pneumatic tires having studs designed to improve traction without materially injuring the surface of the highway.

f. Vehicles transporting hazardous materials.

(1) Any person operating a vehicle (including tactical military vehicles) that has any hazardous material as a cargo or part of a cargo, will comply with local requirements governing transportation of such material.

(2) Vehicles will be marked as required locally.

(3) 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.

(4) 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.

g. Seat belts and shoulder belts. The use of restraint systems is explained in AR 190-5/OPNAV 11200.5C/AFR 31-204/MCO 5110.1C/DLAR 5720.1, paragraph 4-2c(2).

(1) Access to U.S. military installations may be denied to operators of POVs who refuse to wear installed restraining devices. The DD Form 1408 may be issued to operators or passengers of military vehicles for failure to wear installed restraining devices. When the DD Form 1408 is issued for this violation, the vehicle operator will be assessed three traffic points for "other moving violations" as outlined in AR 190-5/OPNAV 11200.5C/AFR 31-204/MCO 5110.1C/DLAR 5720.1, paragraph 5-3.

(2) The following ROK seatbelt law applies to USFK personnel traveling on expressway

(a) The driver will wear a seatbelt.

(b) The driver will exert efforts to have his passengers wear seatbelts.

(3) Seatbelts will be installed in all POVs before registration on any U.S. military installation.

h. Speedometer. Every motor vehicle will be equipped with a speedometer in operating condition to accurately indicate the speed of the vehicle.

i. Steering mechanism. A steering mechanism will not have more than 2 inches (5 centimeters) of free travel in the steering wheel before the vehicle wheels turn.

j. Vehicle appearance. The determination of whether a vehicle will pass the safety inspection will be based on safety and appearance. Vehicle operators must be aware that the outward appearance of their vehicle is an inherent responsibility to favorably portray American citizens in an allied nation. Commanders and supervisors will ensure that assigned personnel maintain their respective vehicles as outlined below.

(1) Rust, corrosion, and other body damage or deterioration, which causes the vehicle to be structurally unsafe or is so extensive that it impedes the safe operation of the vehicle or creates a traffic hazard.

(2) Doors, hoods, and the trunk will be equipped with functional handles or latches.

(3) Convertible tops will be in a serviceable condition. They will not have holes that would allow entry of debris or natural elements into the vehicle.

(4) Interior floors must not have a significant amount of rust that has resulted in weakening the floor to a degree that it could create a safety hazard. Generally, a safety hazard exists when the floor has rusted to a degree that holes are present in the floor.

(5) All vehicles must have structural components (doors, hood, trunk lid, fenders) if they were a part of the manufacturers original design.

(6) Vehicles will not have any major structural damage or dents which make the vehicle unsafe, or any body damage or deterioration which is so extensive that allowing operation of the vehicle can reasonably be expected to undermine host nation relations with the U.S. Forces. Minor dents or chips are acceptable.

(7) Vehicles will not have elevated rear ends.

(8) License plate frames may not interfere or cover any portion of the license information. License plate covers of any kind are prohibited and may not be placed over any license plate.

**A-22. EQUIPMENT FOR MOTORCYCLES OPERATED ON PUBLIC STREETS OR HIGHWAYS.** (*Italic and bold used for emphasis.*)

*a. Headlights. Motorcycles will be equipped with at least one, but not more than two, headlights that comply with the requirements and limitations of paragraph C-20. Each headlight on the motorcycle will be at a mounted height of 20 to 54 inches (50 to 137 centimeters).*

*b. Taillights. Motorcycles will have at least one taillight with a mounted height of 20 to 54 inches (50 to 137 centimeters). A white light must illuminate the rear registration decal. The decal must be clearly legible from a distance of 66 feet (20 meters). Any light designed to illuminate the rear registration decal must be wired so that it is lighted whenever the headlights or auxiliary driving lights are on.*

*c. Reflectors. Motorcycles will have on the rear, either as part of the taillight or separately, at least one red reflector meeting the visibility requirements of paragraph C-20.*

*d. Brake lights. Motorcycles will be equipped with at least one brake light that meets the requirements of paragraph C-20.*

*e. Turn signals and parking lights for motorcycles. Every motorcycle will be equipped with electric turn signals on the front and rear of the vehicle; signals must flash in the direction the turn is to be made. Motorcycles do not have to be equipped with parking lights.*

*f. Multiple beam road lighting equipment. Each motorcycle must be equipped with multiple beam road lighting equipment that--*

*(1) Reveals persons and vehicles at a distance of at least 300 feet (90 meters) ahead when engaged on high beam driving the hours of darkness.*

*(2) Reveal persons and vehicles at a distance of at least 150 feet (45 meters) ahead when engaged on low beam during the hours of darkness. The low beam light will be directed so as not to strike directly in the eyes of an approaching driver.*

*g. Brake equipment required. Every motorcycle will comply with the provisions of paragraph D-21, except that--*

*(1) Motorcycles do not have to be equipped with a parking brake.*

*(2) The wheel of a sidecar attached to a motorcycle does not have to be equipped with a brake if it complies with paragraph C-23h below.*

*h. Performance ability of brakes. Motorcycles, under normal road conditions, will have a service brake capable of stopping the vehicle at a speed of 20 MPH/32 KPH in not more than 30 feet (9 meters). The distance will be measured from the point at which movement of the service brake pedal or control begins. Tests for stopping distance will be made on a substantially level (not to exceed plus or minus 1 percent grade), dry, smooth, hard surface that is free from loose material.*

# APPENDIX B – ORIENTATION RIDE CHECKLIST

## ORIENTATION RIDE CHECKLIST

Mentor will discuss past riding experience/skill level and will verify all required documents.  
Provide the rider with the Riding in Korea Motorcycle Pocket Guide

**NAME:** \_\_\_\_\_ **OBSERVER:** \_\_\_\_\_ **DATE:** \_\_\_\_\_

### Review:

- Protective Gear:
- T-CLOCS:
- Risk Management:
- Riders Responsibility:
- Group Riding Techniques:
- Hand Signals:
- Special Riding Situations:
- Alcohol/Drugs:

### Observe:

Mounting:	<input type="checkbox"/>	Clutch/Throttle Control:	<input type="checkbox"/>
Familiar w/controls:	<input type="checkbox"/>	Riding Posture:	<input type="checkbox"/>
Starting:	<input type="checkbox"/>	Straight Line Riding:	<input type="checkbox"/>
Stopping:	<input type="checkbox"/>	Turning:	<input type="checkbox"/>
Shifting:	<input type="checkbox"/>	Downshifting:	<input type="checkbox"/>
Limited Space Maneuver:	<input type="checkbox"/>	Counter Steering:	<input type="checkbox"/>
Cornering:	<input type="checkbox"/>	Swerving:	<input type="checkbox"/>
Braking:	<input type="checkbox"/>	Starting/Stopping on Hill:	<input type="checkbox"/>
Slow Ride:	<input type="checkbox"/>	Backing/Parking:	<input type="checkbox"/>
Lane Position:	<input type="checkbox"/>	Maintaining Distance:	<input type="checkbox"/>
	<input type="checkbox"/>		<input type="checkbox"/>
	<input type="checkbox"/>		<input type="checkbox"/>

(upon successful observation, place a check in the appropriate box)

COMMENTS: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Observer's Signature

Rider's Signature

# APPENDIX C – GROUP RIDE CHECKLIST

## GROUP RIDE CHECKLIST #

(Mentor can verify Orientation Ride or alternate Mentor can observe. 3 group rides are required)

**NAME:** \_\_\_\_\_ **OBSERVER:** \_\_\_\_\_ **DATE:** \_\_\_\_\_

### Review:

- Protective Gear:
- T-CLOCS:
- Risk Management:
- Riders Responsibility:
- Group Riding Techniques:
- Hand Signals:
- Special Riding Situations:
- Alcohol/Drugs:

### Observe:

Extra Gear:	<input type="checkbox"/>	Clutch/Throttle Control:	<input type="checkbox"/>
Acceleration:	<input type="checkbox"/>	Riding Posture:	<input type="checkbox"/>
Deceleration:	<input type="checkbox"/>	Straight Line Riding:	<input type="checkbox"/>
Proper Use of Hand Signals:	<input type="checkbox"/>	Turning:	<input type="checkbox"/>
Shifting:	<input type="checkbox"/>	Downshifting:	<input type="checkbox"/>
Limited Space Maneuver:	<input type="checkbox"/>	Counter Steering:	<input type="checkbox"/>
Cornering:	<input type="checkbox"/>	Swerving:	<input type="checkbox"/>
Maintaining Lane:	<input type="checkbox"/>	Backing/Parking:	<input type="checkbox"/>
Maintaining Speed:	<input type="checkbox"/>	Maintaining Distance:	<input type="checkbox"/>
	<input type="checkbox"/>		<input type="checkbox"/>
	<input type="checkbox"/>		<input type="checkbox"/>

(upon successful observation, place a check in the appropriate box)

COMMENTS: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

\_\_\_\_\_  
 Observers Signature

\_\_\_\_\_  
 Rider's Signature

# APPENDIX D – EMERGENCY DATA CARD

## Rider & Emergency Information

### Personal Information

Full Name: \_\_\_\_\_  
*Last* *First* *M.I.*

Address: \_\_\_\_\_  
*Street Address* *Apartment/Unit #*

\_\_\_\_\_ *APO* \_\_\_\_\_ *AP* \_\_\_\_\_ *ZIP Code*

Home Phone: ( ) \_\_\_\_\_ Cell Phone: ( ) \_\_\_\_\_

E-mail Address: \_\_\_\_\_

Unit/Employment: \_\_\_\_\_

Work Phone: ( ) \_\_\_\_\_ Work POC: \_\_\_\_\_

Work Email: \_\_\_\_\_

Age: \_\_\_\_\_ DOB: \_\_\_\_\_

### Motorcycle Information

Make: \_\_\_\_\_ Model: \_\_\_\_\_ Year: \_\_\_\_\_

Insurance CO: \_\_\_\_\_ Ins Phone: \_\_\_\_\_

Motorcycles owned: \_\_\_\_\_ Years of Experience: \_\_\_\_\_

Mentor Assigned: \_\_\_\_\_ Orientation Ride:  BRC/ERC Completed: \_\_\_\_\_  
Orientation Group Ride:  MMP Completed: \_\_\_\_\_

Additional Qualifications: (circle) MSF Instructor MMP Mentor MSF RiderCoach

### Emergency Contact Information

Full Name: \_\_\_\_\_  
*Last* *First* *M.I.*

Address: \_\_\_\_\_  
*Street Address* *Apartment/Unit #*

\_\_\_\_\_ *City* \_\_\_\_\_ *State* \_\_\_\_\_ *ZIP Code*

Primary Phone: ( ) \_\_\_\_\_ Alternate Phone: ( ) \_\_\_\_\_

Medical Condition: \_\_\_\_\_

## APPENDIX E – SAFETY AND ROUTE BRIEFING CARD

### **YONGSAN MOTORCYCLE CLUB SAFETY OFFICER BRIEFING**

1. Identify New Riders/Identify Mentors
2. Always Ride your own ride.
3. Ambassadors of the US.
4. Road Etiquette.
5. Road Conditions (wet roads/leaves/white lines/ice)
6. Weather Forecast:\_\_\_\_\_
7. Obstacles:\_\_\_\_\_
- Precautions:\_\_\_\_\_
8. Group Formation/Position/Distance:
9. Riding Gear/Accessories.
10. T-CLOCS.
11. Alcohol/Adequate Sleep.
12. Taxi/Buses/Mopeds.
13. Emergency Numbers are available on the Club Card which are available from all the Officers.

# YONGSAN MOTORCYCLE CLUB

## ROAD CAPTAIN BRIEFING

1. Route/Speed: \_\_\_\_\_

2. Rest Areas/Breaks:(1 per hour) \_\_\_\_\_

3. Identify Lead/Trail Riders/Sweepers.

4. Hand Signals.

5. Emergencies.

6. Weather Stops/Road Conditions.

7. Communications Check.

8. Staggered Formation.

- Breaks in/out of formation.
- Adjustments based on road conditions.
- On/Off Ramps.

9. Riding with other clubs (YMC Integrity).

- Additional Hazards.

10. Fuel/Support Vehicles.

Road Captain	
Safety Officer	
Road LT	
Sweeper 1	
Sweeper 2	
Sweeper 3	

## APPENDIX F – HIGHWAY/INSTALLATION ROAD CONDITION MATRIX

CODE	WILL BE IMPOSED TO/WHEN:	RESTRICTIONS IMPOSED	APPROVING AUTHORITY
GREEN	Highway conditions are normal	N/A	
AMBER	Anticipated high-density traffic causing 2-hour delay as measured by a normal 1-hour trip under Green conditions (Korean holidays, major events) Visibility diminished to 50 meters on roads due to weather (fog, heavy rain). Patch-ice accumulation over 10%-20% per kilometer of driving-surface. 2” or less snow accumulation over 20%-30% per kilometer of driving-surface. Prevent further damage to roads and to prevent accidents by reducing traffic during periods when road surfaces or weather conditions are hazardous and extreme caution must be used. Area Commander deems other appropriate factors exist to warrant additional caution.	Regulate traffic to relieve congestion. Consider the use of TCPs or barricades. Consider rescheduling unit movements or exercises that would require serious disruption if road conditions become Red category while movements are in progress. Where possible, spot check to ensure compliance. Command bus service will continue to operate on schedule. POVs, AAFES-K taxi vehicles, and contract buses are operated only for necessary trips. These vehicles will not be prevented from entering or leaving military installations. Early dismissal and movement of any nonessential USFK personnel to their residence should be considered, but not required.	Initiated/ Downgraded by the Area and Support Group Commanders or higher. Approval for “Authorized Amber” is company/detachment commander, an officer with the rank of captain (O-3) or above, warrant officer in the grade of CW3 or above, or civilian supervisors in the grade of GS-10 or KGS-10 or above.

RED	<p><b>Anticipated high-density traffic causing at least 3-hour delays as measured by a normal 1-hour trip under Green conditions.</b> Visibility diminished to less than 25 meters on roads due to weather (fog, heavy rain). Patch-ice accumulation over 30% - 50% per kilometer of driving-surface. More than 2” of snow accumulation over at least 50% per kilometer of driving-surface, and near total snow coverage of driving-surface.</p>	<p>Military vehicles (including command vehicles, staff cars, messenger, mail and ration vehicles), other than those required for essential/emergency business, will not be driven. Buses operating on scheduled runs may proceed to the next terminal if safety conditions permit. When highway conditions constitute a safety hazard, the bus driver will report to the commander of the nearest military facility. All U.S. Government (including NAF) vehicles required to travel during Red highway conditions, declared due to ice or snow conditions, will use tire chains or other similar device designed for heavy snow conditions.</p>	<p><b>Initiated/Downgraded by the Area and Support Group Commanders or higher.</b> Approval for “Authorized Red” is company/ detachment commander, 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.</p>
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RED cont.	<p>Area Commander deems other appropriate factors exist to warrant additional caution.</p>	<p>POVs, AAFES-K taxi vehicles, and contract buses, will ensure that their vehicles are operated only for essential trips. These vehicles will not be prevented from entering or leaving military installations. These vehicles should also have snow chains or similar devices designed for heavy snow use. Vehicles which appear unable to safely navigate while driving on military installations will be directed to the nearest available parking space and operators ordered to park the vehicle until road conditions improve.</p>	
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<p>BLACK</p>	<p>Anticipated or unexpected high-density traffic causing 4 hour or longer delays longer, as measured by a normal 1-hour trip under Green conditions.</p> <p>Ice accumulation over 50% or more per kilometer of driving-surface. More than 4” of snow accumulation over all or nearly all of driving-surface.</p> <p>Area Commander deems other factors exist to warrant additional caution.</p>	<p>Responding emergency vehicles ONLY. When snow or ice is the basis for the road condition, tire chains or equivalent are required (no waiver authorized). All U.S. Government owned/leased/operated</p> <p>vehicles are prohibited from movement. Commercial vehicles are denied access to the installation, but are allowed to exit the installation.</p> <p>Privately owned vehicles entering the installation are directed to the nearest available parking space inside the installation or denied entry if they are unwilling to park. Vehicles found in movement on the installation are ordered to park in the nearest available parking space. SOFA plated POVs are not allowed to exit the installation, unless the Installation Commander determines the areas outside the installation are in substantially safer condition.</p>	<p>Initiated/Downgraded by the Area and Support Group Commanders or higher.</p> <p>Commanders in the grade of colonel (O-6) or above must personally authorize the use of emergency vehicles.</p>
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## APPENDIX G – MSF GROUP RIDING TIPS



### QUICK TIPS: MSF's Guide to Group Riding

Motorcycling is primarily a solo activity, but for many, riding as a group -- whether with friends on a Sunday morning ride or with an organized motorcycle rally -- is the epitome of the motorcycling experience. Here are some tips to help ensure a fun and safe group ride:

**Arrive prepared.** Arrive on time with a full gas tank.

**Hold a riders' meeting.** Discuss things like the route, rest and fuel stops, and hand signals (see diagrams on next page). Assign a lead and sweep (tail) rider. Both should be experienced riders who are well-versed in group riding procedures. The leader should assess everyone's riding skills and the group's riding style.

**Keep the group to a manageable size,** ideally five to seven riders. If necessary, break the group into smaller sub-groups, each with a lead and sweep rider.

**Ride prepared.** At least one rider in each group should pack a cell phone, first-aid kit, and full tool kit, so the group is prepared for any problem that they might encounter.

**Ride in formation.** The staggered riding formation (see diagram below) allows a proper space cushion between motorcycles so that each rider has enough time and space to maneuver and to react to hazards. The leader rides in the left third of the lane, while the next rider stays at least one second behind in the right third of the lane; the rest of the group follows the same pattern. A single-file formation is preferred on a curvy road, under conditions of poor visibility or poor road surfaces, entering/leaving highways, or other situations where an increased space cushion or maneuvering room is needed.

**Avoid side-by-side formations,** as they reduce the space cushion. If you suddenly needed to swerve to avoid a hazard, you would not have room to do so. You don't want handlebars to get entangled.

**Periodically check the riders following in your rear view mirror.** If you see a rider falling behind, slow down so they may catch up. If all the riders in the group use this technique, the group should be able to maintain a fairly steady speed without pressure to ride too fast to catch up.

**If you're separated from the group,** don't panic. Your group should have a pre-planned procedure in place to regroup. Don't break the law or ride beyond your skills to catch up.

**For mechanical or medical problems,** use a cell phone to call for assistance as the situation warrants.

[www.msf-usa.org](http://www.msf-usa.org)

4/05

# APPENDIX H – MSF HAND SIGNALS

<p><b>Stop</b> - arm extended straight down, palm facing back</p> 	<p><b>Single File</b> - arm and index finger extended straight up</p> 	<p><b>Turn Signal On</b> - open and close hand with fingers and thumb extended</p> 
<p><b>Slow Down</b> - arm extended straight out, palm facing down</p> 	<p><b>Double File</b> - arm with index and middle finger extended straight up</p> 	<p><b>Fuel</b> - arm out to side pointing to tank with finger extended</p> 
<p><b>Speed Up</b> - arm extended straight out, palm facing up</p> 	<p><b>Hazard in Roadway</b> - on the right, point with right foot; on the left, point with left hand</p> 	<p><b>Refreshment Stop</b> - fingers closed, thumb to mouth</p> 
<p><b>You Lead/Come</b> - arm extended upward 45 degrees, palm forward pointing with index finger, swing in arc from back to front</p> 	<p><b>Highbeam</b> - tap on top of helmet with open palm down</p> 	<p><b>Comfort Stop</b> - forearm extended, fist clenched with short up and down motion</p> 
<p><b>Follow Me</b> - arm extended straight up from shoulder, palm forward</p> 	<p><b>Pull Off</b> - arm positioned as for right turn, forearm swung toward shoulder</p> 	

## APPENDIX I – MSF PASSENGER TIP SHEET



### QUICK TIPS: Guidelines For Carrying A Passenger On Your Motorcycle

#### Legal Considerations

1. All state laws and requirements for carrying a passenger must be followed.
2. Some states have specific equipment requirements. Examples: the motorcycle must have passenger footrests, passengers must be able to reach the footrests, and a motorcycle must have a separate seating area for a passenger.
3. The decision to carry a child, assuming all safety and legal factors have been considered, is left to the parent or guardian. Ensure that the child is mature enough to handle the responsibilities, tall enough to reach the footrests, wears a properly fitted helmet and other protective gear, and holds onto you or the passenger hand-holds. Check your state's laws; a few states have set minimum ages for motorcycle passengers.

#### Operator Preparation

1. Passengers should be considered as a second “active” rider so they can help ensure that safety and procedural operations are correctly followed.
2. A passenger will affect the handling characteristics of a motorcycle due to the extra weight and independent motion.
3. A passenger tends to move forward in quick stops and may “bump” your helmet with theirs.
4. Starting from a stop may require more throttle and clutch finesse.
5. Braking procedures may be affected. Braking sooner and/or with greater pressure may be required.
6. More weight over the rear tire may increase the usefulness and stopping power of the rear brake, especially in quick stop situations.
7. Riding on a downgrade will cause braking distance to increase.

8. Extra caution is called for in a corner because of the extra weight.
9. Cornering clearances may be affected.
10. More time and space will be needed for passing.
11. The effects of wind, especially side wind, may be more pronounced.

#### Motorcycle Preparation

1. The motorcycle must be designed to accommodate a passenger.
2. The motorcycle owner's manual should be reviewed for manufacturer's tips about motorcycle setup as well as any related operational recommendations.
3. The motorcycle's suspension and tire pressure may need adjustment.
4. Care should be taken to not exceed the weight limitations specified in the owner's manual.

#### Passenger Preparation

1. Passengers should be tall enough to reach the footrests and mature enough to handle the responsibilities.
2. Passengers should wear proper protective gear.
3. Passengers should receive a safety briefing (see #7 below).
4. Passengers should consider themselves a second operator and share responsibility for safety.

#### General Safety Considerations

1. You need to be experienced in the motorcycle's operation and have a safety-oriented attitude before taking on the added responsibility of carrying a passenger.
2. Practice low-speed clutch/throttle control as well as normal and emergency braking in a low-risk area like an open parking lot, with a passenger.
3. Use caution in cornering and develop cornering skills over time to ensure passenger comfort and safety.
4. Use caution in corners as clearance may be affected.
5. Use a Search, Evaluate, Execute (S.E.E.) strategy to increase time and space safety margins.

6. Allow time for a passenger to adjust to the sense of speed and the sensation of leaning; speeds should conservatively safe and reasonable until a passenger acclimates to the proper riding techniques.

7. Ensure passengers follow safety procedures:

- a. Complete personal protective gear is properly in use.
- b. Hold operator's waist or hips, or motorcycle's passenger hand-holds provided.
- c. Keep feet on footrests at all times, including while stopped.
- d. Keep hands and feet away from hot or moving parts.
- e. When in a corner, look over the operator's shoulder in the direction of the corner.
- f. Avoid turning around or making sudden moves that might affect operation.
- g. If crossing an obstacle, stand on the pegs with the knees slightly bent and allow the legs to absorb the shock upon impact.

8. Allow more time for passing.

9. Be ready to counter the effects of wind.

10. Avoid extreme speeds and dramatic lean angles.

11. Be ready for a passenger "bump" with their helmet when stopping quickly.

12. Start the motorcycle before the passenger mounts.

13. Have the passenger mount after the motorcycle's stand is raised and the motorcycle is securely braced.

14. Annually complete an ERC Skills Plus *RiderCourse*<sup>SM</sup> with a passenger.

15. Have frequent passengers complete a Basic *RiderCourse* so they can better understand the operator's task.

# APPENDIX J – T-CLOCS INSPECTION CHECKLIST

## T-CLOCS Inspection Checklist

T-CLOCS ITEM	WHAT TO CHECK	WHAT TO LOOK FOR	CHECK-OFF	
<b>T-TIRES &amp; WHEELS</b>				
Tires	Condition	Tread depth, wear, weathering, evenly seated, bulges, embedded objects.	Front	Rear
	Air Pressure	Check when cold, adjust to load.	Front	Rear
Wheels	Spokes	Bent, broken, missing, tension, check at top of wheel; "ring" = OK — "head" = loose spoke	Front	Rear
	Cast	Cracks, dents.	Front	Rear
	Rims	Out of round/true = Spin. Spin wheel index against stationary pointer.	Front	Rear
	Bearings	Grab top and bottom of tire and flex. No freeplay (click) between hub and axle. no growl when spinning.	Front	Rear
	Seals	Cracked, cut or torn, excessive grease on outside, reddish-brown around outside.	Front	Rear
<b>C-CONTROLS</b>				
Levers and Pedal	Condition	Broken, bent, cracked, mounts tight, ball ends on handle bar levers, proper adjustment.		
	Pivots	Lubricated.		
Cables	Condition	Fraying, kinks, lubrication; ends and interlocks.		
	Routing	No interference or pulling at steering head, suspension, no sharp angles, wire supports in place.		
Hoses	Condition	Cuts, cracks, leaks, bulges, chafing, deterioration.		
	Routing	No interference or pulling at steering head, suspension, no sharp angles, hose supports in place.		
Throttle	Operation	Moves freely, snaps closed, no revving when handlebars are turned.		
<b>L-LIGHTS</b>				
Battery	Condition	Terminals; clean and tight, electrolyte level, held down securely.		
	Vent Tube	Not kinked, routed properly, not plugged.		
Lenses	Condition	Cracked, broken, securely mounted, excessive condensation.		
Reflectors	Condition	Cracked, broken, securely mounted.		
Wiring	Condition	Fraying, chafing, insulation.		
	Routing	Pinched, no interference or pulling at steering head or suspension, wire looms and ties in place, connectors tight, clean.		
Headlamp	Condition	Cracks, reflector, mounting and adjustment system.		
	Aim	Height and right/left.		
	Operation	Hi beam/low beam operation.		
Tail lamp/brake lamp	Condition	Cracks, clean and tight.		
	Operation	Activates upon front brake/rear brake application.		
Turn signals	Operation	Flashes correctly.	Front left	Front right
			Rear left	Rear right
<b>O-OIL</b>				
Levels	Engine Oil	Check warm on center stand on level ground, dipstick, sight glass.		
	Hypoid Gear Oil, Shaft Drive	Transmission, rear drive, shaft.		
	Hydraulic Fluid	Brakes, clutch, reservoir or sight glass.		
	Coolant	Reservoir and/or coolant recovery tank — check only when cool.		
	Fuel	Tank or gauge.		
Leaks	Engine Oil	Gaskets, housings, seals.		
	Hypoid Gear Oil, Shaft Drive	Gaskets, seals, breathers.		
	Hydraulic Fluid	Hoses, master cylinders, calipers.		
	Coolant	Radiator, hoses, tanks, fittings, pipes.		
	Fuel	Lines, fuel valve, carbs.		
<b>C-CHASSIS</b>				
Frame	Condition	Cracks at gussets, accessory mounts; look for paint lifting.		
	Steering Head Bearings	No clatter or tight spots through full travel, raise front wheel, check for play by pulling/pushing forks.		
	Swingarm Bushings/Bearings	Raise rear wheel, check for play by pushing/pulling swingarm.		
Suspension	Front Forks	Smooth travel, equal air pressure/damping, anti-dive settings.	Left	Right
	Rear Shock(s)	Smooth travel, equal pre-load/air pressure/damping settings, linkage moves freely and is lubricated.	Left	Right
Chain or Belt	Tension	Check at tightest point.		
	Lubrication	Side plates when hot. Note: do not lubricate belts.		
	Sprockets	Teeth not hooked, securely mounted.		
Fasteners	Threaded	Tight, missing bolts, nuts.		
	Clips	Broken, missing.		
	Cotter Pins	Broken, missing.		
<b>S-STANDS</b>				
Center Stand	Condition	Cracks, bent.		
	Retention	Springs in place, tension to hold position.		
Side stand	Condition	Cracks, bent (safety cut-out switch or pad equipped).		
	Retention	Springs in place, tension to hold position.		

# APPENDIX K – AREA II, POLICY LETTER 10-1 (SAFETY)



REPLY TO  
ATTENTION OF:

DEPARTMENT OF THE ARMY  
HEADQUARTERS, AREA II SUPPORT ACTIVITY  
UNIT #15333  
APO AP 96205-5333

IMKO-AB-SO

14 July 2005

## COMMAND POLICY #10-1

### MEMORANDUM FOR SEE DISTRIBUTION

SUBJECT: Community Safety for Joggers, Bicycles, Skateboards, Skates, Roller Blades, Non Motorize Vehicles, Motorcycles and Mopeds

1. **REFERENCE:** United States Forces Korea Regulation 190-1, 27 April 2005, Motor Vehicle Traffic Supervision.
2. **PURPOSE:** To establish safety policies for individuals jogging, operating motorcycles, mopeds, bicycles, and other non-powered vehicles for transportation and recreation on US military installations within Area II.
3. **APPLICABILITY:** This memorandum applies to all personnel using military installations located within the geographical responsibility of the Area II Support Activity.
4. **RESPONSIBILITIES:**
  - a. Commanders and activity chiefs will ensure that all assigned sponsors and family members are aware of and comply with the policies and recommendations outlined in this policy letter.
  - b. All personnel running, jogging, operating motorcycles, mopeds, bicycles, or riding skateboards, scooters or skates on US military installations/off post must comply with traffic rules and regulations set forth in USFK Reg 190-1.
  - c. Drivers of Army motor vehicles and privately owned vehicles will exercise due caution when encountering runners, joggers, bicyclists, skateboarders or skaters adjacent to roadways.
  - d. All guests to the installation will be briefed to comply with traffic rules and regulations set forth in USFK Reg 190-1.

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IMKO-AB-SO

SUBJECT: Community Safety for Joggers, Bicycles, Skateboards, Skates, Roller Blades, Non Motorize Vehicles, Motorcycles and Mopeds

5. GENERAL:

a. Motorcycles and Mopeds all personnel are required to wear the following protective equipment while operating or riding as a passenger motorcycle/moped on Area II Installations: a properly fastened approved helmet that meets DOT standards, eye protection (clear goggles or a face shield attached to the helmet), full-fingered gloves, long trousers, long-sleeved shirt or jacket, leather boots or over the ankle shoes.

b. Headphones or earphones will not be used when operating motorcycles, mopeds, bicycles, skateboards, skates, roller blades, or when running, jogging or walking.

c. Reflective Vest: When Jogging, Bicycling, Skateboarding, Rollerskating, Rollerblading or operating a Motorcycle or Moped a high-visibility retro-reflective vest (bright colors for day and reflective for night i.e orange road guard type vests with white reflective striping) will be worn. Reflective belts, arm bands or sleevelets may not be used in lieu of reflective vests. If wearing a backpack, the vest must be worn over the backpack.

6. SAFETY POLICIES AND GUIDELINES:

a. Individual Jogging: The safety of joggers or runners is an individual responsibility. Joggers are pedestrians and must observe the same precautions as those who are walking when crossing roads.

(1) Traffic signals and/or stop signs will be obeyed and pedestrian crosswalks will be used when crossing roads.

(2) Joggers will avoid the use of the main streets and run in single file to the maximum extent possible. Joggers will use jogging paths or sidewalks where available or run on the far-left side of the road, facing traffic when jogging paths or sidewalks are not available.

(3) Challenging or obstructing vehicular traffic is forbidden. Joggers should yield the right of way to vehicular traffic.

(4) Jogging during the hours of darkness or inclement weather is discouraged. Joggers or runners who run will wear reflective safety vest visible in a 360 degree arc around the runner. Riding skateboards, scooters, or roller blades at night is prohibited.

(5) Jogging, skateboarding or skating off the installation is highly discouraged. Extreme care must be given to riding bicycles off post in consideration of the heavy traffic volume on the city streets in the metropolitan area.

A-48

IMKO-AB-SO

SUBJECT: Community Safety for Joggers, Bicycles, Skateboards, Skates, Roller Blades, Non Motorize Vehicles, Motorcycles and Mopeds

b. Bicycle Safety: Bicycles are hard to see, and vehicles may change lanes or turn unexpectedly. Bicycle safety requirements and tips for safe operation of bicycles are as follow:

(1) Bicycles used during hours of darkness will be equipped with front and rear operational lights. The front light will emit visible light a minimum distance of at least 500 feet (150 meters). The rear light will emit visible light a minimum distance of 100 feet (30 meters).

(2) Reflective vest will be worn when riding a bicycle at all times.

(3) Ride close to the right side of the roadway and exercise caution when passing vehicles or pedestrians. Use a bicycle path whenever one is located adjacent to the roadway. Do not ride abreast except on paths or parts of roadways designated for the exclusive use of bicycles. Do not ride a bicycle on sidewalks.

(4) Do not carry anything which prevents the operator from keeping both hands free to control the bicycle. Do not cling to a vehicle or otherwise be propelled by a vehicle. Reckless riding of a bicycle is also prohibited.

(5) Reduce speed during inclement weather, traffic and pedestrian congestion. Always use hand signals when there is no danger of losing control of the bicycle. Be alert for car doors which could be opened suddenly.

(6) Organized MWR runs. During organized daytime MWR events, such as, fun runs or bicycling events, where numbers are used for identification, vests do not need to be worn. Vests will be used for all MWR events conducted at night. Vests will be worn by all road guards used to support MWR events.

c. Scooters, Skateboard/Skating Safety: Sponsors are responsible for the conduct of their dependents and guest while riding, scooters, skateboards or skating. To ensure that scooters, skateboarding and skating (to include roller blades) is conducted safely and to prevent skating/motor vehicle accidents, the following rules are established:

(1) Persons riding scooters, skateboards or skating must obey all traffic control devices, unless otherwise directed or posted. It is essential for skaters to show courtesy and respect for others, especially pedestrians.

IMKO-AB-SO

SUBJECT: Community Safety for Joggers, Bicycles, Skateboards, Skates, Roller Blades, Non Motorize Vehicles, Motorcycles and Mopeds

(2) Pedestrian crossing areas will be used when skaters cross the roadways. Persons skateboarding will dismount their skateboards when crossing roadways.

(3) No person riding a skateboard or skating will be pulled or otherwise propelled by motorized vehicles or bicycles. Challenging or obstructing vehicular traffic is strictly prohibited.

(4) In addition to mandatory wearing of helmets, skaters are encouraged to use other protective equipment, such as, elbow and kneepads. Youth Service (YS) has a limited amount of safety equipment, available for daily check-out for YS registered youths at Hannam Youth Services and the Yongsan Youth Services Centers.

(5) No persons will propel or ride scooters, skateboards or skates on Yongsan Main Post, Camp Coiner, Camp Kim, UN Compound, TMP, Eighth Army Drive, X Corps Blvd, sidewalks on Eighth Army Drive and X Corps Blvd, or parking lots with a high degree of traffic in the South Post area (i.e., Dragon Hill Lodge, Four Seasons, Walker Center, Commissary, Hospital).

(6) Parking lots within housing areas, unoccupied open areas, such as, basketball courts, unused parking lots and paved playgrounds, parking lots after facility has closed for the day, i.e., Commissary, Toyland, Walker Center, Hannam Village ACS, etc., are the only authorized areas designated for scooters, skateboard and skating usage.

(7) Motorized Skateboards and Kickboards will not be operated on Area II installations. The manufacture of these items is not regulated by standards and specifications that insure the safety of the operator or the public and as such pose a hazard to the Area II community. These items are marketed under many different names some of which include the word scooter but are not to be confused with regular "motor scooters".

7. Violations should be reported to the Military Police Desk at 99-797-4096. In addition, the requirements outlined above will be strictly enforced by military police. Violators and sponsors of dependents who violate this policy will be subject to administrative sanctions.

  
RONALD C. STEPHENS  
COL, SC  
Commanding

DISTRIBUTION:

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# APPENDIX L – MOTORCYCLE MENTORSHIP PATCHES

MMP Patch



MMP Mentor Patch



## ABBREVIATIONS

AAFES-K	Army and Air Force Exchange Service-Korea
COR	Contracting Office Representative
CSF	Chief, Security Forces
DEROS	Date Eligible for Return from Overseas
DOD	Department of Defense
EOD	Explosive Ordnance Disposal
IAW	In Accordance With
ITO	Installation Transportation Office
JPIC	Joint Police Information Center
JUSMAG-K	Joint United States Military Affairs Group-Korea
KATUSA	Korean Augmentation to the United States Army
KPH	Kilometers Per Hour
MP	Military Police
MPH	Miles Per Hour
NAF	Non-appropriated Fund
PCS	Permanent Change of Station
POV	Privately Owned Vehicle
ROK	Republic of Korea
SMV	Special Mission Vehicle
SOFA	Status of Forces Agreement
SP	Security Police
TDY	Temporary Duty
TMP	Transportation Motor Pool
UCMJ	Uniform Code of Military Justice
UNC	United Nations Command
U.S.	United States (of America)
USACIDC	United States Army Criminal Investigation Command
USAF	United States Air Force
USFK	United States Forces, Korea

## DEFINITIONS

**Adult.** Male or female 18 years of age or older.

**Alley.** A street or highway intended to provide access to the rear side or lots or buildings in an urban district and not intended as a thoroughfare.

**Authorized emergency vehicle.** Fire department, police, and EOD vehicles, ambulances, and other POVs designated by the ROK authorities.

**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.

**Conviction.** In addition to the definition in AR 190-5/OPNAV 112000.5C/AFR 31-204/ MCO 5110-1C/DLAR 5720.1, a conviction includes a finding of guilty by a ROK court.

**Drag race.** The operation of two or more motor vehicles from a point side by side at accelerating speeds in a competitive attempt to outdistance each other, or the operation of one or more vehicles over a common selected course from the same point for the purpose of comparing relative speed or power of acceleration of the vehicles within a certain distance or time limit.

**Driver's license.** License or permit to operate a motor vehicle used under, or granted by, the laws of the U.S., the ROK, or this regulation.

**Fiscal responsibility.** The inherent responsibility of the owner to have monetary capability to pay for a vehicle or to make payments prescribed by contracts, and to have the financial capability to make or have repairs made to a vehicle so that it meets minimum safety standards, to include continued possession of required liability insurance.

**Hours of darkness.** From 30 minutes before sunset to 30 minutes after sunrise.

**Identification number.** The identifying number, serial number, engine number, or other distinguishing number or mark placed on a vehicle or engine by its manufacturer; or, marks prescribed by ROK law.

Intersection.

a. The portion of roadway common to two or more intersecting highways or streets.

- b. Where a highway includes two roadways 30 feet or more apart, then every crossing of each roadway of the divided highway by an intersecting highway is regarded as a separate intersection. If the intersecting highway also includes two roadways 30 feet or more apart, then every crossing of the two roadways of the highways are to be regarded as a separate intersection.
- c. The junction of an alley with a street or highway does not constitute an intersection.

**Joint domicile.** When two military personnel are assigned to the theater under the guidelines of the parent service joint assignment policy.

**Moped.** Any two or three wheel device having operative capability by—

- a. Human propulsion power (or no pedals if powered solely by electrical energy).
- b. An automatic transmission.
- c. A motor that produces less than gross brake horsepower, and
  - (1) Propels the device at a maximum speed of not more than 30 miles per hour on level ground.
  - (2) Has a maximum engine size of 50 cubic centimeters.

**Motor vehicle recorders.** Those authorized by HQ USFK to register motor vehicle IAW the ROK/US SOFA.

- a. Provost Marshal, USAG, Yongsan, APO AP 96205-0010.
- b. Provost Marshal, Camp Humphreys, APO AP 96271-0153.
- c. Provost Marshal, Taegu, APO AP 96212-0180.
- d. Provost Marshal, Pusan, APO AP 96259-0259.
- e. Chief, Security Police, Osan AB, APO AP 96570-5000.
- f. Chief Security Police, Kunsan AB, APO AP 96264-5000.

**New vehicle.** Any motor vehicle which is less than two years old at the time of registration according to the manufacture date, or model year, whichever is older.

**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.

**Owner.** A person, other than the lien holder, having a property right in, or title to, a vehicle. (includes person entitled to the use of and possession of a vehicle subject to a security interest another person but excludes a lessee under lease not intended as a security.)

**Passenger car.** Every motor vehicle, except motorcycles, used to transport persons, but designed for carrying 10 or less passengers.

**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.)

**Semi-trailers.** Every vehicle, other than pole trailer, designed for carrying persons or property and for being drawn by a major vehicle and so constructed that some part of its weight and that of its load rests upon, or is carried by, another vehicle.

**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 military vehicle 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.

**Through highway.** Every highway, or portion thereof where vehicular traffic is given the right-of-way over other vehicular traffic at entrances and intersection.

**Trailer.** Every vehicle designed to be drawn by a motor vehicle for carrying persons or property.

**USFK NAF activities.** Those activities established to administer funds not appropriated by the Congress for the benefit of military personnel or civilian employees of the military service.

## REFERENCES

AR 190-1, Motor Vehicle Traffic Supervision  
USFK Reg 190-1, Motor Vehicle Traffic Supervision  
USFK Pam 385-2, Driving in Korea  
Memo, Chief of Staff, U.S. Army Memo on Motorcycle Mentorship  
[www.crc.army.mil/mmp](http://www.crc.army.mil/mmp)  
[www.msf-usa.org](http://www.msf-usa.org)  
[www.amadirectlink.com](http://www.amadirectlink.com)  
[www.ridestraight.com](http://www.ridestraight.com)  
[www.gwrra.org](http://www.gwrra.org)