

23 May 2008

Training

**EIGHTH U.S. ARMY TACTICAL VEHICLE MOVEMENTS IN THE KOREAN THEATER OF OPERATIONS**

---

**\*This regulation supersedes Eighth Army Regulation 350-4, dated 19 October 2005.**

---

For the Commanding General:

JAMES L. CREIGHTON JR.  
COL, GS  
Chief of Staff

Official:



ANDREA WILLIAMS  
Captain, AG  
Chief, Publications and  
Records Management

---

**Summary.** This regulation provides policy and procedure for the safe movement of tactical vehicles within Eighth United States Army (Eighth Army) areas of operation.

**Summary of Change.** Changes have been made in the following sections of this regulation:

- a. Para 7, VEHICLE/CONVOY CERTIFICATION PROGRAM. Sub-paragraphs b. and c., dictated that all Vehicle/Convoy Commanders must complete the required training each year in order to be recertified. Revised the paragraph to eliminate the use of AK Form 350-4(E).
- b. Para 8, REQUIRED TRAINING FOR VEHICLE COMMANDERS. Tables 1 and 2. The source for the "Winter Driving Course" was changed from a video to a Powerpoint Presentation.
- c. Para 8, REQUIRED TRAINING FOR VEHICLE COMMANDERS. Comments following Tables 1 and 2. The location of the videos provided by the 8<sup>th</sup> Army Safety Office was changed.

d. Para 22, OVERSIZED VEHICLE ESCORT REQUIREMENTS. This paragraph replaced the paragraph named "Other Requirements – Tracked Vehicles. The new paragraph contains the information pertaining to the new policy regarding oversized vehicle escorts.

e. Deleted Appendix F (Convoy and Vehicle Commander Certification Card) and Appendix G (Example of Completed Convoy and Vehicle Commander Certification Card).

f. Changed the content and format of the Convoy Commander Briefing.

g. Para 18.a., Dictated the use of the Convoy Commander Briefing, contained in Appendix B.

### **Applicability.**

a. This regulation is applicable to all military commands and activities assigned, attached, or under operational control (OPCON) to Eighth Army or on temporary duty within the Korean Theater of Operations (KTO) who are conducting training operations.

b. This regulation governs the movement of vehicles over highways, roads, and trails that are accessible to, and commonly used by, the Korean public. Highways, roads, and trails that are within Republic of Korea (ROK) or United States (US) controlled areas used for training purposes only and not accessible to, or used by, the Korean public are exempt from this regulation. This regulation is not intended for governing tactical vehicle movement within the boundaries of US Installations. However, if tactical vehicles move off a US installation at anytime they are subject to this regulation.

c. This regulation does not change applicable ammunition transport regulations (see References). In case of conflict with ammunition transport regulations, those regulations shall control.

d. USFK Antiterrorism / Force Protection (AT / FP) regulations and rules of engagement govern the implementation of this regulation in case of an AT / FP threat.

**Supplementation.** Supplementation of this regulation and establishment of command and local forms are prohibited unless prior approval is obtained from the Commander, Eighth Army (G3 Training Division (EAGC-TD)), Unit #15236, APO AP 96205-5236.

**Forms.** AK and higher-level forms are available at [http://8tharmy.korea.army.mil/g1\\_AG/Programs\\_Policy/Publication\\_Records\\_Reg\\_AK.htm](http://8tharmy.korea.army.mil/g1_AG/Programs_Policy/Publication_Records_Reg_AK.htm).

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

**Suggested Improvements.** The proponent of this regulation is the Eighth Army G3 (EAGC-TD). Users may suggest improvements to this regulation by sending DA Form 2028 (Recommended Changes to Publications and Blank Forms) to the Eighth Army G3 (EAGC-TD), Unit 15236, APO AP 96205-5236.

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

**Internal Control Provisions.** This regulation does not contain management control checklists.

**Disclaimer.** This regulation is not an all-inclusive document. It is a supplement to the policies and procedures established in the manual listed in the References section contained in this document, as they pertain to Eighth Army.

## **CONTENTS**

### **Section I, page 6**

#### **GENERAL**

1. Purpose
2. References
3. Abbreviations and Terms
4. Responsibilities

### **Section II, page 7**

#### **TRAINING MOVEMENTS PROCEDURES**

5. General
6. Definitions
7. Vehicle/Convoy Commander Certification Program
8. Required Training for Vehicle Commanders (VCs)
9. Training Route Risk Assessment Process

### **Section III, page 13**

#### **VEHICULAR TRAINING MOVEMENTS PROCEDURES**

10. General
11. Wheeled and Tracked Vehicle Requirements
12. Operating Tracked Vehicles
13. Operating Wheeled Vehicles
14. Movement Times
15. Maximum Speeds for Normal Driving Conditions

### **Section IV, page 22**

#### **CONVOY TRAINING MOVEMENTS PROCEDURES**

16. Planning/Risk Management Factors
17. Senior Occupant Responsibilities
18. Vehicle Commander Responsibilities
19. Convoy Commander Responsibilities
20. Higher Commander Responsibilities
21. Running Risk Assessments
22. Oversized Vehicle Escort Requirements
23. Other Requirements

### **Section V, page 30**

#### **TRAINING MOVEMENTS ACCIDENTS/INCIDENTS PROCEDURES**

24. Accident Reporting and Emergency Procedures

### **APPENDIXES, page 31**

- A. References
- B. Convoy Commander's Briefing
- C. Convoy Commander's Checklist
- D. Vehicle Commander's Checklist
- E. Emergency Points of Contact List

## **TABLE LIST**

Table 8-1: Required Training – Vehicle Commander, *page 9*

Table 8-2: Required Training – Convoy Commander, *page 9*

Table 15-1: Expressways and Toll Roads Maximum and Minimum Speeds for POV, Commercial, and TMP (Passenger Type) Vehicles, *page 22*

Table 16-1: Time of Movement, *page 24*

**GLOSSARY**, *page 40*

**ABBREVIATIONS**

## **SECTION I GENERAL**

**1. PURPOSE.** This regulation provides policy and procedure for the safe movement of tactical vehicles within Eighth Army areas of operation.

**2. REFERENCES.** Required and related publications are listed in appendix A.

**3. ABBREVIATIONS AND TERMS.** Abbreviations used in this publication are listed in the glossary.

### **4. RESPONSIBILITIES.**

a. Eighth Army Assistant Chief of Staff (ACS), G3.

(1) Establish and enforce policy and procedures for the safe conduct of training movements by U.S. Forces on public routes within all KTO training areas.

(2) Assign an executive agent for the development and oversight of training movement safety.

b. Eighth Army Command Safety. Monitor the execution of this regulation and advise U.S. Forces unit commanders and leaders on training movement safety.

c. Eighth Army ACS, G3, Training Division.

(1) Proponent for this regulation.

(2) Executive Agent for the oversight of subordinate unit execution of the policy and procedures contained within this regulation.

(3) Establish and direct policy and procedures that govern training route movements.

(4) Develop and publish training convoy guidelines, vehicle operator and convoy commander checklists, common use training route risk assessments, and common use training route hazard areas.

(5) Establish education programs for vehicle operators and convoy commanders. Develop programs for units with tracked and wheeled vehicles and for units with wheeled vehicles only.

(6) Monitor compliance of the regulation by incorporating into Command Inspection Plan.

d. Eighth Army Major Subordinate Commands (MSC).

(1) Ensure subordinate units establish tactical standard operating procedure (TACSOP) movement control procedures in accordance with (IAW) this regulation.

(2) Ensure all vehicle movements comply with the safety requirements in Chapter 2 of this regulation.

e. MSCs/Separates.

- (1) Ensure the safe movements of vehicles/convoys during training events.
- (2) Establish TACSOP movement control procedures.
- (3) Establish a vehicle/convoy commander certification program.
- (4) Ensure vehicle/convoy commanders are trained in conducting risk management assessments of vehicles routes in commonly used training areas prior to and during vehicle movement operations.
- (5) Establish a driver's training program IAW AK 350-4 that provides specific guidance down to the company level. This program will be inspected during Eighth Army Command Inspections.

## **SECTION II TRAINING MOVEMENT PROCEDURES.**

### **5. GENERAL.**

- a. Purpose. This chapter contains requirements for establishing vehicle/convoy commander certification programs and training route risk assessments.
- b. Commanders at all levels will ensure a proactive program to train and sustain competency in the conduct of safe vehicle/convoy movement during training events.

### **6. DEFINITIONS.**

- a. Range and Training Area. Those areas granted to Eighth Army either under the auspices of the Status of Forces Agreement (SOFA) or on a temporary basis by a proper ROK authority for the purpose of conducting training.
- b. Maneuver Rights Area (MRA). An area provided by the ROK Government or its duly appointed agency that is not normally classified as training land or necessarily owned by the ROK Government that is used in conjunction with a scheduled Range and Training Area for a specified training event and/or for a specified period of time.
- c. Training Routes. Highways, roads, or trails running through, and within the confines of the training area or MRA, that are used to conduct training movements. The principle route between a MRA and the Range and Training Area it services is considered to be a training route. By their nature, training areas are generally in remote or semi-remote areas and roadways within them have not had the capital investment for improvements. As such, roads in these areas normally do not have shoulders, may have buildings and homes along their edges, are highly convoluted, and are the only source over which people, farm implements, or vehicles can travel between home and work or other destinations.

### **7. VEHICLE/CONVOY COMMANDER CERTIFICATION PROGRAM.**

- a. Definitions.
  - (1) Driver. Primary operator of a military vehicle. Drivers will be properly licensed on the vehicle they are operating.

(2) Vehicle Commander (VC). Soldier with overall responsibility for the operation of a military vehicle and is certified under a unit's VC certification program. VCs must be in the grade of E-4 and above. Korean Augmentee to the United States Army (KATUSA) in the rank of E-4 and above may also serve as VCs as long as they have completed the required training. All tactical vehicles **driven off installations** are required to have at least two personnel, one of whom must be VC certified. VCs need not be licensed operators of the vehicle, although it is recommended. The VC may also be the operator of the vehicle depending on the mission (e.g. continuous operations) or for safety purposes. VC's must be familiar with the vehicle in which they are the vehicle commander, to include the vehicle limitations, characteristics, and blind spots.

(3) Senior Occupant. The senior occupant is highest-ranking Soldier in a military vehicle and normally serves as an assistant driver or VC. The senior occupant may also serve as the driver. They have overall responsibility for the safe movement of the vehicle. **Under most circumstances, the senior occupant and the VC are the same person. The only time this will not be the same person is if the senior occupant is not certified under the unit's VC certification program.**

(4) Assistant Driver. Personnel that aid the primary operator of a military vehicle during extended hours of operation. Assistant drivers may be the senior occupant or the VC. However, a convoy commander may not serve as an assistant driver.

(5) Convoy Commander. Noncommissioned officer, warrant officer, or commissioned officer that is overall responsible for the safe movement of a military convoy and is certified under the unit's convoy commander certification program. Convoy commanders will be in the grade of E-7 or above. An E-6 serving in the duty position of an E-7 may be certified as a convoy commander as long as it is documented in a certification memorandum signed by the battalion commander. The convoy commander will not be the operator of a vehicle in a convoy for which he is the commander. **Splitting wheeled-vehicle convoys in order to alleviate the requirement for convoy commanders is a direct violation of the spirit and intent of this regulation.**

(6) Convoy. A formation of military tactical vehicles that contains at least one (1) tracked vehicle, or five (5) wheeled vehicles, but less than 25 vehicles. **All convoys require a certified convoy commander.**

(7) Outsized vehicle. Outsized vehicles are made up of vehicles that fall into either oversized or overweight categories. An oversized vehicle is a vehicle that is greater than 102" in width, 154" in height, or 708" in length. An overweight vehicle is a vehicle that exceeds 44 short tons (88,000 lbs.)

b. VCs will be certified at the company commander level. Personnel to be certified will be in the grade of E4 or above and will have successfully completed the required training listed at Table 1. Once certified, trained individuals will have the certification placed in the remarks column on their government driver's license (DA Form 5984-E) via the ULLS-G system. This certification is only valid for one (1) year. All VCs must complete the required training in Table 1 each year to be certified.

c. Convoy commanders will be certified at the battalion commander level, will be in the grade of E-7 or above and will have successfully completed the required training listed at Table 2. Once certified, trained individuals will have the certification placed in the remarks column on their government driver's license (DA Form 5984-E) via the ULLS-G system. The battalion commander may certify personnel in the grade of E-6 that are serving in an E-7 position provided that they fulfill the training requirements in Table 2 and the duty position is documented on certification memorandum. This certification is valid for one (1) year and renewable annually. This certification is only valid for one (1) year. All Convoy Commanders must complete the required training in Table 2 each year to be certified.

## 8. REQUIRED TRAINING FOR VEHICLE COMMANDERS (VCs).

**Table 8-1**

**Required Training - Vehicle Commander**

<b>Requirement</b>	<b>Source</b>
Driver's Improvement Training	Unit Driver's Training Program (IAW AR 385-55)
Winter Driving Course	***PPT- "Winter Driving in Korea"
Driving Hazards in Korea	***Video- "Safe Driving in Korea"
**FMTV Familiarization	***Video- "Operating the FMTV in the Republic of Korea"
Vehicle Operational Hazards	Unit (Vehicle Technical Manual (TM))
Vehicle Maintenance Training	Unit (Vehicle TM)
*Track Vehicle Communications Requirements	Unit (Vehicle TM)

**Table 8-2**

**Required Training - Convoy Commander**

<b>Requirement</b>	<b>Source</b>
Driver's Improvement Training	Unit Driver's Training Program (IAW AR 385-55)
Winter Driving Course	***PPT- "Winter Driving in Korea"
Convoy/Type Vehicle Operational Hazards	Unit (Vehicle TM)
Driving Hazards in Korea	***Video- "Safe Driving in Korea"
Convoy Commanders' Responsibilities	Army in Korea Reg. 350-4
**FMTV Familiarization	***Video- "Operating the FMTV in the Republic of Korea"
*Track Vehicle Communications Requirements	Unit (Vehicle TM)
Conducting Risk Assessments	Unit
Conducting Running Risk Assessments	Unit
Common Training Route Risk Familiarization	Unit

*Note:*

\*This requirement is not applicable for units that do not have tracked vehicles.

\*\*This requirement is not applicable for units that do not have FMTV series vehicles.

\*\*\*These videos can be viewed on the USFK/8<sup>th</sup> Army Command Safety Office website at  
<http://safety.korea.army.mil/motorvehicles/overview.htm>;  
<http://safety.korea.army.mil/motorvehicles/videos/rsip.wmv>.

a. Commanders will ensure that the convoy commanders and vehicle commanders understand that they are directly responsible for the safety of all personnel and equipment during any convoy movement.

b. Once the training is complete, the certifying unit will update their Soldier's government driver's licenses (DA Form 5984-E) via the ULLS-G system. Battalion commanders and company commanders will sign convoy commander and vehicle commander appointment orders, respectively. Battalion commanders may delegate signature authority to the Battalion Executive Officer; company commanders may **NOT** delegate signature authority. **However, the battalion commander retains overall responsibility for the Convoy Commander Certification Program.** Units are required to maintain certification records of authorized vehicles and convoy commanders for inspection purposes.

## 9. TRAINING ROUTE RISK ASSESSMENT PROCESS.

### a. Definitions

(1) Risk Management. Risk management is a process that assists decision makers in reducing or offsetting risk by systematically identifying, assessing, and controlling risk arising from operational factors and making decisions that weigh risks against mission benefits. Risk is an expression of a possible loss or negative mission impact stated in terms of probability and severity. The risk management process provides leaders and individuals a method to assist in identifying the optimum course of action. Risk management must be fully integrated into planning, preparation, and execution. Commanders are responsible for the application of risk management in all military operations. Risk management facilitates the mitigation of the risks of threats to the force-any opposing force, condition, source, or circumstance with the potential to negatively impact mission accomplishment and/or degrade mission capability. Managing risk is critical for all operations.

(2) No unnecessary risk is acceptable. An unnecessary risk is a risk that could be reduced or eliminated without changing essential mission values. Leaders who have the authority to accept risk are responsible for protecting their Soldiers from unnecessary risk.

(3) Risk decisions will be made at the appropriate level of command. Leaders who will be held directly responsible for decisions should make the decisions. Small-unit commanders and leaders will make risk decisions in combat and should make risk decisions in training.

(4) A risk is acceptable only when the risk benefits outweigh the risk costs. Leaders will understand and be prepared to take necessary risks to accomplish their missions.

b. Risk Mitigation. Roadways in the ROK are highly congested with traffic and personnel. At any time of the day or night, people of all ages are walking along roadways. Leaders and vehicle operators assigned to Korea must learn to fully appreciate the hazards associated with the mix of pedestrians and traffic and take action to mitigate this factor at all times during vehicle operations on public accessible roads.

### c. Leader Responsibilities - General.

(1) Employ the five-step risk management process as outlined in FM 100-14. Detect hazards and risks associated with operations. Identifying risks involves looking closely at each phase of training or operations.

(2) Assess risks and determine risk implications. Leaders will consider the likelihood of a mishap and the degree to which injury or equipment damage is possible. A low chance of something happening with a high probability of minor injury is a low risk. A low chance of something happening with a high probability of a fatality is a high risk. Leaders must understand facts before deciding whether or not to take a risk.

(3) Commanders must ensure that a risk assessment has been made of each wheeled and track vehicle mission, regardless of the number of vehicles involved, and controls implemented, before starting the mission.

(a) The assessment will focus on:

- Vehicle operator experience.
- Vehicle operator training.
- Vehicle operator rest and work cycle.
- Availability and necessity of assistant drivers.
- Distance, duration, and complexity of mission.
- Expected seasonal and other environmental factors (rain, snow, mud, fog, etc.)
- Expected physical factors, such as routes and available rest areas.

(b) For each hazard identified during the risk assessment, develop one or more controls that will eliminate or reduce the risk of the hazard.

(c) If the hazards are not eliminated and residual risk remains, make a risk decision at the appropriate level of authority.

(d) Evaluate the mission to determine if the risk controls and related decisions were effective. Revise future controls if indicated. Share lessons learned.

(4) Develop risk control alternatives and make risk decisions. When risk elimination is not possible, the leader will control risks without sacrificing essential-mission requirements.

(a) Risk control alternatives may include--

- New or revised task standards.
- Operational procedures and parameters.
- Training requirements.
- Maintenance standards.

(b) Making decisions may include--

- Selecting controls.
- Trading off mission elements against risk controls.
- Making a final decision as to whether or not controls are adequate to make a risk acceptable, considering mission benefits.

(5) Implement risk control measures. Leaders will integrate procedures for controlling risk into plans, orders, standing operating procedures (SOP), preliminary training, and other channels that ensure procedures are used during operations. The chain of command will be involved in implementation.

(6) Supervise operations. Leaders will employ supervision techniques used for overall operations (such as spot checks and performance indicators) for risk control.

(7) Evaluate operational results, including the effectiveness of risk management controls.

(8) Responsible for ensuring all tenants of this regulation are met for the movement of all military vehicles.

d. Risks associated with vehicle and convoy operations in the KTO.

(1) Pedestrians walking along or crossing major highways, roads, and trails.

(2) Pedestrians and vehicles operating along narrow roads and alleys through villages and town areas.

(3) Slow moving farm vehicles and construction equipment traveling on major highways, roads, and trails at all hours of the day and night. Korean farm vehicles do not always have rear lights or markers. This is particularly hazardous during the planting or harvest seasons. Expect these farm vehicles to deposit mud or debris along highways and roadways while traveling between fields and towns.

(4) Fast moving and erratic vehicular traffic on all roads and even trails.

(5) Road construction sites without warning devices.

(6) Road construction and building activities initiated at any hour of the day or night that evade route reconnaissance and impede or endanger convoy movements.

(7) Intersections without traffic control (TC) systems.

(8) Heavy fog in isolated valley areas within which indigenous personnel do not take extra safety precautions.

(9) Traditional vacation and cultural sites where large groups of indigenous personnel gather and move about at will night and day (for example, mountain climbing areas, parks, streams).

(10) Center or shoulder lines are not always marked on Korean roadways.

(11) Four-way intersections may be marked with yellow flashing lights on all four sides. This requires special attention as to the other drivers' intent prior to entering the intersection.

(12) Shoulders of Korean roads are not always present because of erosion and farming, and may pose a hazard under all driving conditions, particularly at night.

(13) School buses are not always equipped with flashing lights or stop signals. In some cases, they are civilian vans and not even marked as school buses. Special attention should be taken when passing any small or large bus, as it may be a school bus that may stop without warning and discharge children.

(14) During monsoon season, flooding is common on roadways near streams and rivers. Flooding also occurs in low-lying urban area where water runoff accumulates.

(15) Power and/or telephone lines are not a standard distance above or from the road and should be considered during route reconnaissance.

(16) Awnings of buildings may protrude over the road.

### **SECTION III VEHICULAR TRAINING MOVEMENTS PROCEDURES**

**10. GENERAL.** This chapter provides procedures for the conduct of vehicle and convoy movements.

#### **11. WHEELED AND TRACKED VEHICLE REQUIREMENTS.**

a. General. Commanders will ensure--

(1) Army motor vehicle operators are selected, trained, tested, and licensed to operate vehicles, including tracked vehicles, IAW the following publications:

- (a) AR 600-55 and Eighth U.S. Army Supplement 1.
- (b) USFK Reg. 190-1.
- (c) USFK Pam 385-2.
- (d) TMs for the specific vehicles they are operating.

(2) Vehicles participating in exercises have received appropriate mechanical inspections IAW vehicle operators manuals (-10 manuals) and any additional SOP requirements specific to a particular vehicle.

(3) Safety-related deficiencies on vehicles are corrected before an exercise.

(4) Vehicle operators check the following prior to any movements. No vehicle will be operated if a failure in any of the areas below is noted.

- (a) Internal and external communications (as applicable).

- (b) Brakes.
- (c) Directional signals.
- (d) Exhaust system.
- (e) First aid kit.
- (f) Fuel system.
- (g) Headlights.
- (h) Reflectors.
- (i) Seatbelts (if installed).
- (j) Taillights.
- (k) Tires.
- (l) Trailer hitch and electrical and air hose connections, as applicable.
- (m) Warning triangles.
- (n) Windshield wipers.
- (o) Fire extinguisher.
- (p) Valid dispatch for current road conditions.
- (q) Tire Chains (based on season and weather conditions).

(r) "Fish-eye" mirrors are located on appropriate vehicles to include the FMTV series so that it minimizes the amount of blind spots by the driver and vehicle commander. Contact General Manager, IMPAC Supply and Services, (02)797-2273, to requisition "Fish-eye" mirrors.

(5) Ground guides are used when backing wheeled and tracked vehicles. Ground guides will not stand between the vehicle being guided and another object where an inadvertent engine surge or momentary loss of vehicle control could cause injury or death. The vehicle driver will stop the vehicle immediately if--

- (a) He or she loses sight of the ground guide.
- (b) The ground guide is standing between the vehicle and another object.

(6) These procedures are followed for ground guiding engineer vehicles operating at supervised or controlled access construction sites. Before starting vehicle engines, drivers of graders, bulldozers, and other engineer vehicles will--

(a) Walk around the vehicle to ensure the area is free of obstructions. Ground guides are not necessary to back engineer equipment operating at supervised or controlled access construction sites.

(b) Sound the vehicle horn before backing or ensure the automatic backup alarm (Occupational Safety and Health Act (OSHA) 1926.601) is operational.

(7) Drivers of engineer vehicles operating outside supervised or controlled access construction sites use the standards and number of ground guides required for vehicle types.

(8) Wheeled and tracked vehicles, trailers, and towed equipment are marked at the rear with retro-reflective red and yellow delineator plates.

(9) Exterior radio antennas are tied down to a height of not more than 13 feet and at least 8 ft from the ground before movement. Antenna tips (national stock number 5800-00-437-2363) will be installed. Antennas will be secured under the clip and clipped from below in the quick-release position.

(10) Soldiers do not ride on cargo or in cargo areas of wheeled vehicles. Soldiers riding in cargo areas will sit on seating platforms or individual seats. Cargo must be tied down and/or blocked and braced to prevent shifting. When passengers and cargo are transported in the same vehicle, separate cargo from passengers and restrain with rope or other tie down devices. Soldiers being transported in cabins or cargo areas of wheeled vehicles will wear seatbelts, if installed. Soldiers will use vehicle seatbelts even when wearing load-bearing equipment.

(11) Wheeled-vehicle tailgates are locked in the up position. If installed, restraining straps extending across rear cargo beds will be secured before vehicle movement.

(12) Soldiers are not transported on top or on the sides of tracked vehicles. Soldiers will sit in crewmember compartments, use available seatbelts, and wear Kevlar or crewmember helmets, if applicable.

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

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

(15) Broken-down vehicles are moved as far as possible to the side of the roadway. Special precautions (including posting guards and using reflectors) will be taken to warn approaching drivers of potential danger when vision is limited. Military personnel have no authority to direct civilian traffic on public highways. Posted guards must wear reflective vests and will warn drivers of traffic accidents, oversized and broken-down vehicles, and other hazards on highways. Host nation police may be called for assistance by using an orange emergency telephone.

(16) Posted speed limits are not exceeded.

(17) Procedures are established to control vehicle operations during adverse road conditions.

(18) When a convoy must cross a surfaced road from a trail, road guards must be posted on either side of the crossing point to block on-coming traffic. The road guards will wear safety vests and carry lighting devices, such as light sabres. Once the convoy has crossed the road, a detail will remove any mud, dirt or debris on the roadway as an accident prevention measure.

(19) Appropriate additional visual aids (e.g. "Fish-eye" mirrors) are installed on all applicable vehicles.

(a) Established operator-level maintenance TTPs to ensure that visual aids are adjusted to minimize blind spots before vehicle operation.

(b) Ensure that FMTV vehicles are not dispatched without the authorized "Fish-eye" mirror installed.

(20) Ensure Vehicle Commander and Convoy Commander certification requirements are maintained on of every person who operates a vehicle.

(21) Ensure sustainment training is provided to operators and vehicle commanders by qualified personnel IAW AR 600-55, chapter 4.

b. Crew Rest and Safe Driving.

(1) Drivers will not be assigned to drive an Army wheeled or tracked vehicle for more than 10 continuous hours (AR 385-55). Commanders should restrict driving periods when adverse road or weather conditions exist. Other factors, such as the amount of driver training and the type of vehicle should be considered before mission execution. Unit commanders will develop, approve, and enforce unit crew rest and assistant driver scheduling policies using the following guidance.

(a) There will be a minimum of 1.3 drivers per vehicle when conducting 24 hour operations. A qualified assistant driver will be assigned per 3 vehicles in a convoy.

(b) It is highly recommended that drivers receive eight (8) hours of rest during a 24-hour period. However, due to tactical considerations, it is the immediate supervisor's responsibility to ensure drivers have sufficient rest prior to operating military vehicles.

(c) A qualified assistant driver will be assigned to a vehicle when more than 10 hours are needed to complete operations.

(2) Drivers will--

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

(b) Inspect their vehicles and ensure equipment and cargo are secure during breaks.

(c) Take meal breaks.

(d) Not use headphones or earphones while driving Army motor vehicles. The driver and passengers will wear hearing protection if so stated in the vehicle Technical Manual.

(e) Not consume intoxicating beverages within 8 hours before scheduled duty or during normal duty.

(f) Not eat or drink in an Army vehicle while it is moving or use tobacco products at any time.

(g) Not operate cellular phones, global positioning systems (GPS), or personal data assistants (PDAs) while operating Army motor vehicles.

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

(3) Commanders may determine that additional rest periods are necessary when--

(a) Drivers encounter unusually poor weather or road conditions.

(b) Hazardous materials (HAZMATs) are being transported.

(c) Drivers are involved in prolonged or unusually difficult exercises or operations.

## **12. OPERATING TRACKED VEHICLES.**

a. General. Commanders will ensure tracked vehicles are escorted at all times while traveling on public highways, roads, or trails. The escort vehicles will be wheeled vehicles and will follow the following guidelines in performing escort duties:

(1) Will lead and follow tracked vehicles by 100 meters during the day.

(2) Will lead and follow tracked vehicles by 50 meters during the night and during times of limited visibility.

(3) Will have a warning light system such as a rotating amber warning light system (RAWLS) or a strobe light warning system.

(4) Will be marked at the rear with retro-reflective red and yellow delineator plates.

b. Ground-Guiding Tracked Vehicles. Two ground guides are required to guide tracked vehicles backward. If only one ground guide is available, a tracked vehicle may only be guided forward.

c. Engineer Vehicles Operating at Supervised- or Controlled-Access Construction Sites. Before starting vehicle engines, drivers of graders, bulldozers, and other engineer vehicles will walk around the vehicles to ensure the area is free of obstructions. Ground guides are not required to back engineer vehicles operating at supervised or controlled access construction sites. Drivers of engineer vehicles, however, will sound vehicle horns before backing. The sounding of horns before backing will be SOP while operating at supervised or controlled access construction sites.

d. Safety Requirements. Commanders will ensure--

(1) Communications between driver and track commander are fully operational.

- (2) Drivers are on "internal" only communications.
- (3) Every tracked vehicle will have a RAWLS.
- (4) There are no individual movements of tracked vehicles; vehicles that cannot maintain pace or break down will move off of the roadway and await escort vehicles or integrate into a follow-on serial.
- (5) Drivers of tracked vehicles do not wear protective masks during operations on public roads.
- (6) Drivers use parking lights and their warning light system when tracked vehicles are stopped on or near public highways during dusk, dawn, or darkness.
- (7) Personnel warn approaching motorists of a stopped vehicle by turning on the vehicles hazard lights.
- (8) Tracked vehicle commanders use extreme caution and yield the right-of-way when making left turns on public roads.
- (9) Disabled tracked vehicles being towed are escorted and illuminated properly.
- (10) Highway warning devices, including two warning triangles, are issued to every vehicle and are used according to HN requirements in emergencies.
- (11) Tracked vehicles are not started by towing. Slave cables with threaded male-to-female couplings will be used. Bare cable leads will not be used. Only vehicles parked side by side may be joined with slave cables. Vehicles parked front to front will not be joined with slave cables.
- (12) Equipment stored in a vehicle is secured IAW unit standard load plans.
- (13) Leaders enforce the wearing of appropriate hearing protection devices and protective headgear. Decals that state, "hearing protection required" will be placed in the crew compartments of tracked vehicles.
- (14) Tank commanders alert the driver and crew and ensure they are out of the way before moving a gun turret.
- (15) Observation personnel in tracked vehicles stay low (not higher than uniform-nametag level on the rim of the hatch cover).
- (16) Tracked vehicle ramps are not lowered until the rear of the vehicle is clear.
- (17) Safety latches are installed and used on tracked vehicles.
- (18) Crewmembers will ensure combat-vehicle crewman helmets are functional and worn at all times when operating tracked vehicles.
- (19) Personnel are briefed and trained on emergency procedures to be taken if a tracked vehicle overturns (for example, crewmembers will not jump from the vehicle, but quickly will drop inside and take a secure hold).

(20) Personnel enter armored personnel carriers only through the rear door or ramp. Climbing on tracked vehicles will be restricted to mission-essential activities.

(21) Their units have a written procedure for vehicle recovery operations.

(22) Heaters in tracked vehicles have no leaks in the heater or exhaust ducts. At least one hatch will be open to prevent carbon monoxide buildup.

(23) Operators are at the controls when the engine of a tracked vehicle is running.

(24) Operators will not start tracked vehicles unless the portable and fixed fire extinguishers are present and in operating condition.

(25) Smoking in tracked vehicles, or within 50 feet of tracked vehicles, is prohibited.

(26) Riding on top of tracked vehicles is prohibited.

(27) When vehicles and dismounted Soldiers are training together during darkness, the dismounted Soldiers will notify vehicle operators and VCs of the marking system in use.

(28) Personnel will not rest or sleep under tracked vehicles or within 50 feet of tracked vehicles.

(29) Prior to leaving a vehicle park or bivouac area, the VC will walk completely around the vehicle to check for personnel or other hazards in the vicinity of the vehicle.

e. Towing Tracked Vehicles. Commanders will ensure--

(1) Vehicles are not towed if they can be repaired on site.

(2) The decision to tow a vehicle is made by one of the following:

(a) An officer.

(b) A senior noncommissioned officer (NCO) (sergeant first class and above, or specific staff sergeants when authorized by their battalion commander by name).

(c) A qualified unit motor sergeant.

(3) Towed vehicles have the final drive input shafts disconnected to prevent further damage. Only approved tow bars will be used. Cables or chains will not be used for towing when final drives are disconnected.

(4) Personnel do not ride on or in a tracked vehicle being towed.

### **13. OPERATING WHEELED VEHICLES.**

**a. Commanders** will ensure—

- (1) Lead and trail vehicles are used for convoy operations.
- (2) Escort vehicles are equipped with a warning light system such as a RAWLS or strobe light warning system that is mounted so it is visible to approaching and passing vehicles.
- (3) Drivers operating vehicles carrying hazardous cargo (fuel or explosives) are briefed on DD Form 836 (Dangerous Goods Shipping Paper/Declaration and Emergency Response Information for Hazardous Materials Transported by Government Vehicles). The DD Form 836 is available electronically at: <http://www.usapa.army.mil>. Completed DD Forms 836 and other applicable forms will be given to drivers by the issuer of the hazardous cargo and maintained as part of the vehicle movement package. Drivers in convoys and individual vehicles transporting HAZMAT will be instructed to use the information in the package as a checklist in an emergency.
- (4) Headlights, taillights, reflectors, and reflecting tape are wiped clean at each stop.
- (5) Convoys moving on highways use the right traffic lane. Hard shoulders (divided by a solid white line) should be used only for emergency stops.
- (6) Controls are established to prohibit smoking within 50 feet of vehicles carrying explosives or flammable material.
- (7) Trailers are towed with safety chains attached to the towing vehicle. Trailer signal and brake lights must work. Drivers will attach 2½ - and 5-ton trailer air hoses according to the applicable operator's manual.
- (8) Precautions for broken-down vehicles are followed.
- (9) All FMTV series vehicles are fitted with appropriate "Fish-eye" mirrors prior to dispatching and that these mirrors are adjusted by the driver and vehicle commander to ensure minimization of the blind spot in front of the vehicle.

### **14. MOVEMENT TIMES.**

a. Tracked vehicles. Tracked vehicle movements will only take place with prior approval of the Battalion Tactical Operations Center (TOC). Currently, the Republic of Korea Army (ROKA) prefers that Eighth Army move tracked vehicles during hours of decreased traffic, specifically between the hours of 2300-0500. However, tactical training scenarios determine vehicle movement times and these may be at any hour of the day and movements conducted during other than these hours will be carefully planned and controlled by the MSC TOC.

b. Wheeled vehicles. There is no restriction on movement times for wheeled vehicles except for Heavy Equipment Transports (HET). Due to the size and weight of the HET, the hours of 2300-0500 are preferred. Commanders will prepare a risk assessment to determine the safest and most efficient times to conduct wheeled vehicle movements factoring in the number of vehicles involved, proposed routes, weather conditions, traffic congestion, and traffic control point (TCP) requirements.

c. Peak traffic periods.

- (1) Weekdays -- 0745-0930, 1145-1330, and 1615-1900.
- (2) Saturday -- 0745-0930 and 1145-1900.
- (3) Sunday -- 1100-2 hours after dark.

d. Dusk and Dawn. Units need to insure that they incorporate measures to reduce hazards associated with light transition in their risk assessment. This may include adjusting convoys away from these times.

e. Holiday periods. Specific holidays create Black road conditions in Korea. Lunar New Year and Chusok are the two most severe traffic-congested holidays. During these holidays, military movements, even within training areas, must be kept at a minimum.

## **15. MAXIMUM SPEEDS FOR NORMAL DRIVING CONDITIONS.**

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 per USFK Reg. 190-1 are shown below. Military vehicle operators will not exceed maximum speed limits.

- (1) Within a city, community, or built-up area: 35 miles per hour (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 privately owned, commercial and TMP (passenger type) vehicles are shown in Table 3.

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

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

d. 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.

e. IAW USFK Pam 385-2, a warning device (triangle or flares) will be placed on the roadway 50 meters (165 feet) to the rear of any traffic hazard such as a disabled vehicle, construction activity on post, or other repair work such as telephone or electrical line. On U.S. military installations where 50 meters is not always practical, warning devices will be placed at a distance where oncoming traffic is warned as they approach the traffic hazard.

**\*Table 15-1**

**Expressways and Toll Roads Maximum and Minimum Speeds for POV, Commercial, and TMP (Passenger Type) Vehicles**

<u>Expressway No. &amp; Name</u>	<u>Maximum – Minimum</u>
10 Chungbu (Seoul-Taejon)	66 MPH/110 KPH – 36 MPH/40 KPH
1 Gyongbu (Seoul-Busan)	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 (Busan-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

\*This table lists travel speeds for privately-owned and commercial vehicles on these roadways. Military vehicles will adhere to the travel speeds prescribed in paragraph 3-6.

**SECTION IV  
CONVOY TRAINING MOVEMENTS PROCEDURES**

**16. PLANNING/RISK MANAGEMENT FACTORS.**

a. Training convoy movements will be conducted as safely as possible while ensuring the least possible degradation to the realism of the training being conducted. We "train as we will fight" and must not conduct training that has no value or becomes negative reinforcement. In developing convoy movement plans and risk assessments, unit commanders and convoy commanders must consider the following factors when developing training convoy movement risk assessments and establishing control measures.

(1) Type of movement.

(a) Tactical move. Does the movement directly relate to the tactical scenario being conducted? Tactical movements directly related to the training scenario normally occur in areas where public access is low or non-existent. Movements in these areas will be conducted as safely as possible. However, to ensure "train as you fight" standards are applied, movements must be as unencumbered as possible. Examples of these type training events include movement to contact, logistics re-supply to forward forces, retirement of forces from the scenario to a rear area, and repositioning of forces from a tactical assembly area (TAA) to the forward area in preparation for employment.

(b) Administrative move. Is the movement administrative but in support of the training being conducted? Movements either indirectly related or not related at all to the scenario will normally will be performed in areas where public access to roads is high. Safety will be emphasized in these areas. Examples of these types of training events include moving logistics between locations in the rear area, moving units into the training area in preparation for future employment, and administrative movements between the training area and home station.

(2) Type vehicles within the convoy. Heavy equipment, trucks, and oversized vehicles require special consideration when conducting movements in training areas. Vehicles that are constructed such that they prevent full driver view ahead must have special precautions in place to ensure their safe movement. Vehicles with hazardous cargo will still be required to meet the provisions of those regulations that govern HAZMAT movement.

(3) Type routes to be used by the convoy. Each type route that the convoy will encounter requires varying levels of safety application.

(a) Training only. These routes have no public access and safety requirements normally applied during training events will apply.

(b) Training routes with public access. Safety requirements on these routes must be stringent. By their nature and due to their isolation over the years, minimal road improvements have been made and next to no safety measures instituted (such as crosswalks, walkovers and railings). Roadways are normally narrow two-lane hardtop roads with no shoulders. They are widely used by pedestrians, farm implement traffic, farm-to-market vehicles, cross-corridor personal vehicular traffic, and by construction equipment. These routes are winding with numerous blind corners and extremely narrow in built up areas with buildings/structures abutting the roadway. In some cases, building doorways literally open into the traffic zone. Traffic warning signs are limited and TC measures (such as stop signs, yield signs and traffic lights) are minimal.

(4) Route characteristics.

(a) Bridges and bypasses. Does the route have bridges that are not crossable by a vehicle(s) in the convoy? The convoy commander must establish procedures that maintain convoy integrity and prevent hazards to the general public.

(b) Restrictive terrain. Does the route traverse a built up area that is restrictive for a vehicle(s) in the convoy? HET and Heavy Expanded Mobility Tactical Trucks (HEMTT), for example, cannot negotiate turns in many small village or town areas. Detours must be planned in these cases that ensures safety of personnel and property, and maintains convoy integrity.

(c) Road surface. Many public access roads within training areas are dirt surfaced. Convoys of heavy vehicles or trucks create heavy dust that severely limits driver visibility. In all cases, speed limits on these type roads must be kept at a minimum. Convoy commanders must be especially cautious when encountering civilian traffic or pedestrians.

(d) Fog areas. Fog occurs in predictable areas and, in many cases, the local populace knows exactly where it will occur during each season. The predominance of vehicular traffic in Korea does not take extra precautions when driving in fog and present a definite hazard. Unfortunately, pedestrian traffic is much the same way. Convoy movements during fog are generally prohibited except when visibility is at least 100 meters. For planning purposes, routes that are normally susceptible to fog will not be used in high-fog condition periods.

(5) Time of movement. Public access roads in Korea have density periods as everywhere else. When planning convoy movements, consider the following times and type densities of traffic to avoid high-risk moves.

<b>Table 16-1 Time of Movement</b>	
0600-0700	Pedestrians, commuters, construction equipment, and farm implements.
0700-0900	Children, pedestrians, commuters, transports, farm implements, and construction equipment.
0900-1400	Commuters, transports, and pedestrians.
1400-1600	Children, pedestrians, commuters, and transports.
1600-1800	Commuters, transports, construction equipment, and farm implements.
1800-2400	Commuters and pedestrians (some inebriated), and transports
2400-0600	Transports and construction equipment.

**17. SENIOR OCCUPANT RESPONSIBILITIES.** See also AR 385-55.

- a. Ensure that the driver is licensed on the vehicle to be operated.
- b. Ensure that drivers follow the headphone and listening devices, operator distraction, and alcohol consumption restrictions specified in paragraphs 3-2 and 3-3.
- c. Prevent drivers who appear fatigued or physically, emotionally, or mentally impaired from operating a vehicle.
- d. Ensure one dedicated driver is assigned per vehicle and that an additional driver per three vehicles is on stand-by during 24 hour operations to mitigate driver fatigue.
- e. Ensure vehicle occupants use seatbelts or appropriate restraint systems, if installed, while the vehicle is in motion.
- f. Ensure the authorized seating capacity of the vehicle is not exceeded.
- g. Assist the driver in recognizing unsafe mechanical conditions of the vehicle.
- h. Ensure the driver does not interrupt the flow of civilian traffic by making sudden halts, unauthorized U-turns, or other unauthorized driving maneuvers on the road.
- i. Require the drivers to comply with road signs and speed limits as dictated by road conditions.
- j. Ensure the driver’s vision is not obstructed by ice, snow, electronic devices or other items in the vehicle.

**18. VEHICLE COMMANDER RESPONSIBILITIES.**

- a. Brief vehicle occupants/ crew on the situation and the enemy. The briefing will be conducted using the Convoy Commander Briefing contained in Appendix B of this document.
- b. Check the status of the vehicle.
  - (1) Ensure the vehicle has been PMCS’d IAW the appropriate –10 manual.

(2) Ensure the vehicle commander has been notified of the vehicles deficiencies and the vehicle has been approved for movement (if applicable).

(3) Ensure the vehicle has adequate fuel for the next movement.

(4) Ensure a 100% accountability check for all equipment has been conducted.

(5) Ensure all equipment has been secured/ tied-down prior to movement.

(a) Ensure the crew has been briefed on the route, checkpoints, and rally points.

(b) Have a map.

(c) Ensure the driver/crew knows the route and maintains situational awareness.

(d) Ensure the driver knows the order of march.

(e) Ensure the crew knows what to do in case of vehicle breakdown/ malfunction.

(f) Commo checks have been made and verified.

(g) Driver and crew trained in procedures for vehicle rollover.

(h) Appropriate flags are displayed for lead/ trail vehicle.

(i) Supervisors of Army Motor Vehicles (AMVs) will adhere to the guidance as prescribed in AR 385-55, paragraph 1-4g.

(6) Ensure one dedicated driver is assigned per vehicle and that an additional driver per three vehicles is on stand-by during 24 hour operations to mitigate driver fatigue.

(7) If operating a FMTV series vehicle, ensure appropriate "Fish-eye" mirror is installed and adjusted to minimize blind spot in front of the vehicle.

## **19. CONVOY COMMANDER RESPONSIBILITIES.**

a. Conduct convoy rehearsals.

b. Conduct convoy briefing (see Appendix B).

c. Conduct safety briefing.

d. Ensure communications between all radio-equipped vehicles in the convoy.

e. Ensure that vehicles equipped with internal communications have their system 100% functional. If any failure of internal communications during a convoy movement occurs, the vehicle will stop immediately and report by external communications, hand signals, or verbally that a communications problem exists. Until corrected, a vehicle with no internal communications will not continue to move along the convoy route by its own power unless ground guided.

f. Determine size of component elements, not to exceed 25 vehicles per march unit or four march units per serial.

- g. Determine convoy speeds.
- h. Receive approval before deviating from approved clearance (i.e. change of departure time, composition of convoy, etc.) prior to movement.
- i. Maintain normal convoy intervals between vehicles.
- j. Ensure lead and trail vehicles of a convoy are labeled properly. They will be identified by removable convoy signs, written in both Hangul and English, with black letters on a yellow reflex-reflective background.
- k. Ensure the convoy clearance number is chalked clearly and conspicuously on both sides of each vehicle in the convoy. The convoy clearance number will be promptly removed upon completion of the movement.
- l. Ensure placards are displayed on vehicles transporting hazardous/dangerous materials.
- m. Ensure cargo and passengers are properly loaded and secured. Cargo must be tied down and/or blocked and braced to prevent shifting. When passengers and cargo are transported in the same vehicle, separate cargo from passengers and restrain with rope or other tie down devices. Passengers will not be permitted to ride forward or on top of cargo. Vehicle operators and passengers will use restraint systems when available.
- n. Ensure all personnel are fully briefed on the route of march, traffic regulations, speed limits, control procedures, critical points, individual responsibilities, and hazards to military vehicles and civilians along the route.
- o. Ensure one dedicated driver is assigned per vehicle and that an additional driver per three vehicles is on stand-by during 24 hour operations to mitigate driver fatigue.
- p. Ensure convoy flags are displayed on the left front of each designated vehicle.
  - (1) BLUE – Lead vehicle
  - (2) GREEN – Trail vehicle
  - (3) BLACK/WHITE – Convoy Commander

*NOTE:* The convoy commander should not be the lead vehicle but should ride where the convoy can be best controlled.

- q. Ensure all convoy vehicles use their service drive lights.
- r. Reconnoiter the route prior to movement to verify speeds, determine critical points, locate tracked vehicle bypasses, and ensure the safety of the route. Pay special attention to bridge crossings, bridge underpasses, and rock drops. Recon should be conducted as close to SP time as possible to mirror what the route will look like at movement time.

s. Ensure all convoy elements stop prior to crossing railroad tracks. The instructions of the Korean National Railroad Crossing Guard supersede any other considerations. Trains always have the right of way.

t. Accidents:

(1) Any vehicle involved in a traffic accident should immediately pull off to the side of the road to prevent blocking traffic.

(2) WARTIME ONLY. If the disabled vehicle cannot move to the side of the road, the vehicle behind it will push it to the side of the road.

(3) Report any accidents or damage to the Military Police (MP) and chain of command.

u. Warning light systems such as a RAWLS or a strobe light system will be mounted to convoy lead and trail vehicles, all trucks, and all oversized vehicles defined by ROKA Regulation 139.

v. Receive current Threat Condition from appropriate Intelligence source, to include possible demonstrations in area of convoy.

## **20. HIGHER COMMANDER RESPONSIBILITIES.**

a. Establish procedures within the TOC to schedule, monitor, and control all convoy movements within the unit area of operations.

b. Establish a contingency plan and assign responsibilities for a white cell within the TOC to respond to accidents/incidents involving the civilian population.

c. At a minimum, conduct a map reconnaissance of routes to be used by subordinate units.

d. Brief the unit training plan/scenario to all leaders.

e. Establish TCPs at hazard points along routes.

f. Employ MP support when available to augment TCP.

g. Ensure all convoys are conducted under a movement order and controlled by the TOC.

h. Ensure that contact with the closest MP unit is established and contact that office immediately in case of an accident/incident.

i. Ensure that no two opposing training convoys are scheduled by the TOC that causes them to pass one another during movement.

**21. RUNNING RISK ASSESSMENTS.** In most cases, common sense applies when conducting convoy movements. However, this requires that convoy commanders are aware of the risks involved and the consequences of not addressing each one. For Korea, there are numerous risks that evolve minute by minute on roadways that cannot be recognized during an earlier route reconnaissance. It is incumbent then upon the convoy commander to recognize risks immediately and take the proper action to ensure safety. It is also incumbent upon vehicle commanders to recognize these risks and take appropriate action as well.

a. Common risks include--

(1) Pedestrians stepping onto the roadway from a blind area. This can occur at any point along the convoy and not necessarily in front of the lead vehicle. Each vehicle operator must be aware of this possibility and ready to react if it occurs.

(2) Pedestrians walking in dark clothing along narrow roadways without shoulders in the same direction as the convoys are moving. These pedestrians culturally expect the vehicles to take appropriate actions to avoid them - and not the reverse.

b. Other risks include:

(1) High speed vehicles.

(2) Disabled commercial vehicles.

(3) Farm animals.

(4) Blind curves.

(5) Uncontrolled intersections.

(6) Unattended children.

(7) Demonstrations.

c. Actions upon encountering unexpected risks. First and foremost – stop the convoy and assess the situation.

## **22. OVERSIZED VEHICLE ESCORT REQUIREMENTS.**

a. Definitions.

(1) Oversized Vehicle. An oversized vehicle is a vehicle that is greater than 102” in width, 154” in height, or 708” in length.

b. All oversized vehicle convoys, serials, and march units consisting of one oversized vehicle or more require an escort. An O-6 Commander (on Peninsula units only) is authorized to certify designated unit escorts to conduct the oversized vehicle escort mission. The Commander will ensure that all oversized vehicle escorts are in compliance with this order and AK 350-4. These escorts will meet the following requirements:

c. Escorts will consist of a lead and trail vehicle. The lead vehicle will be commanded by the convoy commander who will be trained in accordance with this regulation. The lead vehicle will have direct communication with the crews of the tracked vehicles and will be responsible for warning the crews of risks along the route. If a risk is identified along the route, the lead vehicle will either remove it or stop the convoy until the risk can be removed or mitigated. The trail vehicle will validate that the proper interval is being maintained and that the vehicle behind has not fallen out of the convoy, and to keep the driver and TC notified of any situation that might pose a risk to the vehicle or the civilian population.

d. As per the Convoy Commander's Checklist (Appendix C) all convoys of 25 or more vehicles are split into serials and serials into march units as required. Every convoy element that contains one or more oversized vehicles requires a separate escort due to the time interval between serials and march units.

e. All escorts vehicles will have communications with all other escort vehicles.

f. The convoy commander will have communications with the vehicles being escorted.

g. Escort vehicles will consist of HMMWV type vehicles or smaller.

h. All escort vehicle identification, such as lights, flags, placards, etc. will be in accordance with this regulation.

i. MPs support should be utilized for oversized convoy escort missions when available.

j. Units will coordinate with the KNP through the local Provost Marshall prior to oversized vehicle movements. Such coordination should include the use of TCPs when and where needed. If KNP support for TCPs is unavailable, MSCs are required to establish TCPs along the movement route of oversized vehicle convoys.

### **23. OTHER REQUIREMENTS.**

a. All movements will be rehearsed prior to any movement. The rehearsal can be conducted on a sand table or a detailed map that can portray all critical points along the route. Moving unit's rehearsals will be supervised by a leader at a minimum of one echelon above the level of the unit doing the rehearsal, for example, the company grade officer will supervise a platoon movement. When time does not allow for a rehearsal by a leader one echelon above, the convoy commander will rehearse the move with the drivers and track commanders as a minimum.

b. A thorough risk assessment will be completed prior to any movement. The risk assessment will be tailored specifically to the mission taking into consideration the experience of the drivers, the age and condition of the vehicles, amount of sleep drivers have had, and other risks specific to the mission. Units will not use a standard pre-assembled risk assessment of general threats that might occur during the move.

c. Prior to any movement, the convoy commander will execute a safety briefing. The briefing may be given from a pre-printed form addressing the route, time of movement, weather conditions, and current physical situation of the route. A written record of the safety briefing will be maintained for seven days after the movement. See Appendix B for a sample convoy brief, which includes information to include in the safety brief.

d. Convoy commanders will turn in completed checklist (Appendix C) to the battalion or separate company headquarters prior to movement. These checklists will be retained on file for one year. Convoy checklist compliance will be included in vehicle accident investigations.

e. As the movement is executed, the parent unit will call in the start point (SP) and release point (RP) report to their unit TOC. The initial SP report will include confirmation that a safety briefing was conducted.

**SECTION V  
TRAINING MOVEMENTS ACCIDENTS/INCIDENTS PROCEDURES**

**24. ACCIDENT REPORTING AND EMERGENCY PROCEDURES.**

a. In the event of an accident, notification and reporting requirements and suspenses are codified in AR 385-40. In addition to the requirements in AR 385-40, the convoy commander or senior person on the scene will—

(1) Determine if anyone is injured.

(a) Render immediate emergency first aid.

(b) Move injured personnel to a safe area if additional injuries will not occur.

© Call for additional medical assistance or MEDEVAC, if necessary.

(2) Notify the unit chain of command (including the unit TOC) of the accident per unit SOP.

b. Unit will contact the MPs and prepare an initial Serious Incident Report (SIR).

c. If the accident involves a Korean National or the property of a Korean National or the Korean Government, the MP or Civil Military Affairs office will immediately contact the Korean National Police.

d. Unit personnel will not become involved or confront any local civilian personnel in regards to an accident or incident.

## **APPENDIX A REFERENCES**

### **Section I. REQUIRED PUBLICATIONS**

AR 600-55 w/Eighth U.S. Army Supplement (The Army Driver and Operator Standardization Program). Cited in paragraph 3-2a(1)(a) and paragraph 11-a(21).

DA Pam 40-501 Medical Services (Hearing Conservation Program). Cited in paragraph 3-2b(2)(d).

FM 55-30 (Army Motor Transport Units and Operations). Cited in appendix c.

FM 100-14 (Risk Management). Cited in paragraph 2-4c(1).

ROKA Reg 139. Cited in paragraphs 2-3a(7) and 4-4s.

USFK Pam 385-2 (Guide to Safe Driving in Korea). Cited in paragraphs 3-2a(1)(c) and 3-6e.

USFK Reg 55-355 (Korea Traffic Management). Cited in paragraph 4-1a(3)(c).

USFK Reg 190-1 (Motor Vehicle Traffic Supervision). Cited in paragraphs 3-2a(1)(b) and 3-6a.

<http://8tharmy.korea.army.mil/safety/motorvehicles/drivekorea.htm>. Cited in Tables 1 and 2.

### **Section II. RELATED PUBLICATIONS**

AR 55-162 (Permits For , Oversize, Overweight, or other Special Military Movements on Public Highways in the United States).

AR 385-10 (The Army Safety Program).

FM 4.01-30 (Movement Control).

FM 21-305 (Manual for the Wheeled Vehicle Driver).

FM 4-01.011 (Unit Movement Operations).

USFK Reg 385-1 (USFK Safety Program).

ROK Regulation 403 (Transportation Service).

AK 700-3 (Conventional Ammunition). Section 36 (Ammunition Security)

DOD 5100.76-M (Physical Security of Sensitive Conventional Arms, Ammunition, and Explosives). Chapter 6 and Chapter 7 (Transportation)

DOD 4500.9-R (Defense Transportation Regulation, Cargo Movements).

### **Section III. REQUIRED FORMS.**

AK Form 350-4B-R-E, (Convoy Commander's Checklist). Cited in Appendix C.

AK Form 350-4C-R-E, (Vehicle Commander's Checklist). Cited in Appendix D.

**APPENDIX B  
CONVOY COMMANDER'S BRIEFING**

Before a convoy departs on a mission, the convoy commander will brief all members of the convoy. The following format should be used and represents the subjects that should be covered:

<b>CONVOY COMMANDER BRIEFING</b>			
<b>The purpose of this mission brief form is to establish a system that ensures all vehicle movements are planned, prepared, executed, and supervised to a minimum safe standard. Establishing this minimum standard ensures that leaders fulfill their duties</b>			
<b>ADMINISTRATIVE DATA</b>			
Bumper Number	Type of Vehicle:	Operator (print name get initials):	Vehicle Commander (print name get initials):
<b>MISSION INFORMATION</b> (BRIEFER - PLT SGT, PLT LTR, 1SG, CO CDR)			
Date of brief:	Task Organization (Vehicles on mission by type and number):		Origin (SP Y):
			Destination (RP Y):
<b>1. Situation: Threats</b>			
Weather Forecast and effects of weather:			
Road Conditions (circle):		Known hazards or enemy air/ground route:	
Green    Amber    Red    Black			
Likelihood of threat contact (circle):			
imminent    likely    possible    improbable			
N/A			
<b>2. Mission Statement: (Who, What, When, Where, Why)</b>			
Scheduled rest stops:			
<b>3. Execution:</b>			
Mission Start Time (PT/OT)	Advisors on Contact (Accident, Enemy, Loss of Comm.)		
Mission End Time (PT/OT)			
Order of March:	Proceedure for requesting deviations during mission:		
Route (Primary & Alternate):	Reporting Requirements:		
Route Recon: Y / N    Date:			
Conducted By:			
Recon Notes:			
Speed Limit / Catchup Speed / Interval:	Road March Refersal: Y / N    Date:		
ICPs/CPs	Attendees:		<b>8 elements of crew coordination</b> 1. Communicate Positively 2. Direct Assistance
	C-5 Commander PLI:		

<b>PCIP CC (RSIP Checklist) Checked by</b> Supervisor - SSG or above		<b>Checklist Complete</b>		<b>Date Completed</b>		<b>Outstanding Issues</b>			
		Y / N							
<b>Route Strip Map (Unit specific) Checked by</b> Supervisor - SSG or above		Vehicle(s) have strip map on hand		Crew(s) Briefed on route		Special Route Restrictions Briefed		Alternate Route Identified/Briefed	
		Y / N		Y / N		Y / N		Y / N	
<b>Strip maps are required for all vehicle movements and convoy operations</b>									
<b>Composite Risk Assessment</b> (signed by appropriate risk decision authority)		Initial Risk		Residual Risk		Assessment Signed			
Low						Y		N	
Medium						Assessment On Hand		Initials	
High									
Extremely High						Y		N	
<b>4. Service Support</b>		Class V:		Maintenance / Breakdown Procedures:					
Class I:									
Class III:		MEDEVAC Procedures (LZ locations)							
Class IV:									
<b>5. Command &amp; Signal</b>		Frequencies and Callsigns:		Emergency Phone Numbers:					
Succession of Command:		UNIT EOC:		UNIT EOC:					
		AIR MEDEVAC: 43 200 (Dustoff)		MP Desk:					
				911 Desk:					
Convoy Commander (If applicable)		Rank & Name:		MEDEVAC:					
				TMC:					
<b>Mission Briefer's Signature:</b> (print rank name (last, first) / duty position)				<b>Supervisor's Signature:</b> (print rank name (last, first) / duty position)					

**APPENDIX C  
CONVOY COMMANDER'S CHECKLIST**

CONVOY CHECKLIST	YES	NO	N/A
<b>1. Risk Management. Complete the five-step Risk Management Process.</b> Plan Primary and Alternate Routes, Conduct Map and route recon with key leaders.			
a. Hazards identified and assessed in terms of severity and probability. Based on previous accident history, map and route reconnaissance, and METT-TC factors.			
b. Controls developed that either eliminate the hazards or reduce the risk of a hazardous incident. Has the appropriate approval authority made the risk decision? The approval authority must decide if the controls are sufficient and acceptable and whether to accept the resulting residual risk.			
c. Control measures implemented. Ensure PCIs, rehearsals, rock drills have been conducted. Conduct mission and safety briefs; disseminate routes, rally points and order of movement to TCs.			
d. Establish a plan to ensure that the movement is supervised throughout the formation during the operation. Communicate the need to conduct a "running risk" assessment.			
e. Ensure one dedicated driver is assigned per vehicle and that an additional driver per three vehicles is on stand-by during 24 hour operations to mitigate driver fatigue.			
f. Ensure drivers and vehicle commanders are aware of the characteristics, limitations, and blind spots of the vehicle they are operating. In addition, ensure each FMTV series vehicle has the appropriate "Fish-eye" mirror and that the driver and vehicle commander of that vehicle have adjusted that mirror to minimize the blind spot prior to operation			
<b>2. Route Selection. Complete map reconnaissance, and provide strip maps, checking the entire route for the following:</b>			
a. Bridges, underpasses, tunnels, overhead clearances, and weight limitations for all vehicles. Designate alternate routes if required.			
b. Vehicles' ability to maintain minimum speed of roadways.			
c. Potential congested-areas and peak traffic periods.			
d. Restrictions regarding the transportation of hazardous cargo.			
e. Start, Check, and Release Points. Easily identified checkpoints for reporting of convoy position. Arrival time established at release point. Adequate space for safe vehicle release.			
f. Adequate space for vehicle organization and lineup at start point.			
g. Civilian Police Assistance. Major intersections or congested areas, entrances and exits of expressways and rest areas identified that may require the assistance of civilian police. Personnel designated to coordinate with civilian police.			
h. Rest areas along route for 15 minutes halts every 2 to 3 hours of driving or after driving every 100 to 150 miles (160 to 240 kilometers), whichever comes first.			
1) Halts planned at designated rest areas, physically reconnoitered to ensure sufficient capacity, and scheduled to avoid overloading. Halt selection criteria:			

<b>CONVOY CHECKLIST</b>	<b>YES</b>	<b>NO</b>	<b>N/A</b>
(a) Away from urban or heavily congested areas.			
(b) Terrain that permits vehicles to completely pull clear highway traffic lanes.			
(c) Avoid curves or reverse sides of hills (blind spots from approaching vehicles).			
(d) Permits a minimum of 3 feet between parked vehicles.			
2) Areas for meal halts should have sufficient area for cooking, eating, sleeping, waste disposal facilities, and latrines.			
<b>3. Convoy Organization and Operation.</b>			
a. All drivers and assistant drivers have a current government drivers license on hand; VCs have proper certification on hand, and be assigned to each vehicle. Alternate drivers arranged. If enough not available, use of experienced drivers maximized with less experienced drivers.			
b. Drivers and assistant drivers scheduled to split driving periods.			
c. Convoy scheduled to operate no more than 12 hours per 24-hour period. 8 hours rest per 12 hours of driving duty scheduled in each 24-hour period.			
d. Convoys of 25 or more vehicles are split into serials and serials into march units if required.			
e. Convoy element size based on capacity of halt/bivouac areas. Weather effects included in planning halts, meals, and bivouacs.			
f. Vehicles transporting troops are not the last vehicle in a serial or march unit. Empty vehicles or those carrying cargo used as buffers.			
g. Convoy organized initially with 5 minutes between march units and 10 minutes between serials.			
h. Convoy element commanders positioned for best convoy control.			
i. The following vehicle intervals planned:			
(1) Highway during daytime – 100m.			
(2) Highway during night or limited visibility- 50m			
(3) Through built-up areas – 50m.			
j. Timely submission of convoy clearance to S4 and/or TOC			
<b>4. Vehicle speed restrictions. See paragraph 3-6.</b>			
<b>5. Warning signs placed in first and last vehicle and basic convoy warning kit in each vehicle.</b>			
<b>6. Fire extinguishers, BII, and first aid kits are in vehicles.</b>			
<b>7. Road guides have safety warning equipment.</b>			
<b>8. Vehicle/convoy ID and Communications.</b>			
a. Lead, rear, and element commander vehicles identified with correctly mounted flags, signs(bilingual) and lights in accordance with AR 385-55, and FM 55-30. Rotating lights must have 360 degree visibility.			
b. Each convoy identified with a convoy clearance number properly mounted on vehicles.			
c. Method of communications designated. Radio equipment checked and assigned to vehicles with signal operating instructions.			
d. Personnel briefed on visual and audio signals.			

<b>CONVOY CHECKLIST</b>	<b>YES</b>	<b>NO</b>	<b>N/A</b>
e. If required, road signs and messages constructed and placed.			
f. Maintenance, wrecker, and recovery vehicles marked IAW AR 385-55.			
<b>9. Logistical Support.</b>			
a. Medical personnel in rear of convoy, if required.			
b. Verify qualified Combat Lifesaver personnel are on hand with stocked CLS bag.			
c. Sufficient food, mess personnel and facilities are available.			
d. Emergency phone numbers and MEDEVAC Frequency.			
<b>10. Convoy Personnel Briefing.</b>			
a. Supervisory personnel provided the following instructions:			
(1) Parking on roadside permitted only in emergency halts.			
(2) Only guards and maintenance personnel on permitted traffic side of convoy halts on conventional highways.			
(3) Drivers and assistant drivers perform vehicle operation maintenance and cargo security check at every stop. Vehicles off highway, reflectors and warning devices in place before beginning maintenance.			
(4) Have guards stand 50 yards or 150 feet behind departing convoy to warn traffic on conventional highways.			
(5) Warning lights used during periods of darkness or low visibility.			
(6) Convoy begins only at convoy commander's signal.			
(7) All drivers have a minimum of 8 hours rest within 12 hours after departure.			
(8) In event of accident, main column does not stop to provide assistance. The next following vehicle provides immediate assistance to accident vehicle. The first officer or NCO at accident scene takes charge and makes maximum effort to clear traffic lanes of accident vehicles.			
(9) Personnel have proper clothing and equipment for expected conditions.			
(10) Weather briefing and updates provided prior to and for duration of the convoy.			
b. The following instructions in addition to that provided to the supervisory personnel above given to all drivers or assistant drivers.			
(1) Always follow civilian police instructions when given.			
(2) Maintain close interval, proper following distance for speed and visibility until reaching main convoy route.			
(3) Use acceleration lane, when available, to reach convoy speed and gradually attain proper vehicle interval once on main convoy route.			
(4) Weather permitting, drive with windows and vents open to prevent fatigue.			
(5) Operate all vehicles with headlights on at all times and when required, use warning devices correctly.			
<b>11. Refueling and Maintenance Halts. Sufficient supplies of gasoline and oil must be available. Place maintenance vehicles and equipment at rear of convoy.</b>			
<b>12. Vehicles transporting explosive and hazardous materials shall be inspected and provided a DD Form 626 (Motor Vehicle Inspection) and DD Form 836.</b>			
<b>13. Pre-accident plans include reporting and trail officer to care for injured and damaged vehicles.</b>			
<b>EXECUTION</b>			

CONVOY CHECKLIST													YES	NO	N/A
GENERAL ORGANIZATION OF CONVOY: BY BUMPER NUMBER															
TIME SCHEDULE	SP					RP					ETA				
CONVOY COMMANDER'S SIGNATURE												DATE:			

**APPENDIX D**  
**VEHICLE COMMANDER'S CHECKLIST (AK REG 350-4)**

VEHICLE CHECKLIST	YES	NO	N/A
<b>1. BRIEF THE DRIVER/ CREW</b>			
a. Friendly Situation			
b. Enemy			
<b>2. VEHICLE STATUS</b>			
a. The vehicle has been dispatched properly and PMCS's in accordance with the appropriate –10 manual			
b. If necessary, vehicle commander has approved a deficient vehicle for movement through the convoy commander or alternate approving authority.			
c. Ensure that the vehicle has adequate fuel for the next movement			
d. 100% accountability of all equipment has been conducted and all deficiencies have been annotated			
e. All equipment has been tied-down/ secured prior to movement.			
f. Ensure one dedicated driver is assigned per vehicle and that an additional driver per three vehicles is on stand-by during 24 hour operations to mitigate driver fatigue.			
g. Ensure you and the driver are aware of the characteristics, limitations, and blind spots of the vehicle you are operating. In addition, if you are operating a FMTV series vehicle, ensure it has the appropriate "Fish-eye" mirror and that you and the driver have adjusted that mirror to minimize the blind spot prior to operation.			
<b>3. DRIVER AND CREW KNOW:</b>			
a. Next location			
b. Route to next location			
c. Checkpoints			
d. Rally points			
e. Order of march			
f. Procedures for vehicle malfunction/ vehicle breakdown			
<b>4. AD/VC HAS A MAP</b>			
<b>5. COMMO CHECKS HAVE BEEN MADE AND VERIFIED</b>			
<b>6. DRIVER AND CREW ARE TRAINED IN PROCEDURES FOR:</b>			
a. Blocked ambush			
b. Unblocked ambush			
c. Vehicle rollover			
<b>7. APPROPRIATE FLAGS ARE DISPLAYED FOR:</b>			
a. Lead vehicle			
b. Trail vehicle			
c. Convoy commander			

**APPENDIX E  
EMERGENCY POINTS OF CONTACT LIST**

Convoy Commanders may utilize this listing for emergency points of contact if problems occur during their movement.

**CONTACT INFORMATION:**

	<b>DSN</b>	<b>Commercial or Cell Phone</b>
Tongduchon		
Camp Casey MP	730-4417/4418	031-869-4417/4418
Traffic Section	730-4409	031-869-4409
Uijongbu		
Camp Red Cloud MP	732-6693	031-870-6693
D-TOC	732-8949/50	031-870-8949/8950
Singars Radio Freq	300 or 301	
MCT	732-6243	031-870-6243
Camp Stanley MP	732-5310	031-870-5310
Seoul/Yongsan Garrison MP	724-4275/4276	02-7914-4275/4276
Camp Humphreys MP	753-6611	031-690-6611
Camp Carroll MP	765-8310	054-970-8310
Camp Walker MP	764-4141	053-470-4141

## **GLOSSARY**

### **ABBREVIATIONS**

ACS	Assistant Chief of Staff
AD	Assistant Driver
AK	Army Korea
HAZMAT	Hazardous Material
HET	Heavy Equipment Transports
HN	Host Nation
IAW	in accordance with
KPH	Kilometer Per Hour
KTO	Korean Theater of Operations
MP	Military Police
MPH	Miles Per Hour
MRA	Maneuver Rights Area
MSC	Major Subordinate Command
OPCON	Operational Control
RAWLS	Rotating Amber Warning Light System
ROK	Republic of Korea
ROKA	Republic of Korea Army
SOFA	Status of Forces Agreement
SOP	Standing Operating Procedure
SP	Start Point
TAA	Tactical Assembly Area
TACSOP	Tactical Standing Operating Procedures
TC	Traffic Control
TCP	Traffic Control Point

TM	Technical Manual
TMP	Transportation Motor Pool
TOC	Tactical Operations Center
U.S.	United States (of America)
VC	Vehicle Commander