

**374TH AIRLIFT WING
SAFETY
OFFICE**

***DRIVING
IN
JAPAN***

**LOCAL CONDITIONS
ORIENTATION**

1 February 2013

BASE TRAFFIC SAFETY PROGRAM

Do you know the requirements for bicycling, roller-blading, roller-skating and skateboarding on Yokota Air Base, Japan?

- Bicycle riders on the roadways are subject to the same traffic laws as motorized vehicles, however bicyclists must use pedestrians' cross walk offbase intersection.
- Bicycle riders must not operate a bicycle when under the influence of alcohol or drugs.
- Bicycle riders will not carry any article that prevents them from keeping at least one hand on the handlebars and in full control of the bicycle.
- Sidewalks are not an authorized travel path for bicycles, except children in family housing, when it doesn't interfere with pedestrian traffic.
- Bicycle riders will wear an approved safety helmet while riding. Bicycle helmets must be equipped with an adjustable chinstrap. The chinstrap must be properly fastened under the chin while wearing the helmet.
- When operating a bicycle during hours of darkness riders will wear retro-reflective vest/jacket or outer garment containing retro-reflective material. In addition, bicycles will be equipped with a white front light (not a reflector) visible for 500 feet and red rear reflector or light clearly visible from the rear of the bicycle from a distance of 300 feet.
- All personnel (including dependents, family members, retirees, contractors, visitors, and etc.) who roller-skate, in-line skate, or skateboard on a PACAF installation must wear an approved helmet or host nation equivalent certified helmet, (elbow, kneepads, and wrist guards are highly recommended) while in the base skate park.
- Non-Motorized Transportation Devices. Operators of these devices, including but not limited to skateboards, kick-scooters, roller-blades and roller-skates, are prohibited on installation roadways except for incidental road access associated with pedestrians and will comply with all pedestrian related traffic laws.
- Stereo headphones will not be worn while operating a motorized or non-motorized vehicle.
- Individuals are not authorized to jog, run, skate, roller-blade, skateboard, or walk on roadways at anytime. Joggers/walkers will use designated areas, sidewalks, and paths.
- There will be no pedestrian and bicycle traffic on both south and north over-run roadway. Joggers, pedestrians, and bicycle riders must stay on the designated path on south and north over-run area.
- Motorcycle riders (and passengers) will wear highly visible outer garment, vest/jacket during the day and retro-reflective vest/jacket or outer garment containing retro-reflective material at night. (For example, an appropriate vest would have a reflective strip at the top and bottom of vest on both back and front of vest.) Reflective safety belts are not an authorized substitute for the traffic safety vest.

Information provided is not meant to be all-inclusive. Personnel are ultimately responsible for ensuring they comply with all safety requirements IAW AFI 91-207.

Safety

DRIVING IN JAPAN

This pamphlet covers the most important features of US and Japanese Traffic Laws as they apply to US Armed Forces personnel driving a vehicle in Japan. It is not intended to be a complete summary of all traffic regulations. This pamphlet applies to all 374th Airlift Wing and associate units licensed by a US Air Force Agency. Guidance for issuance of a US Forces JAPAN (USFJ) Operator's Permit for Civilian Vehicle, (USFJ Form 4EJ): Personnel must obtain a signed 374 AW Form 50 from their sponsoring unit's administration and attend Local Conditions Course II which is the part of "Right Start" at Airman Family Readiness Center (AFRC) prior to being issued a USFJ 4EJ. This course covers local Japanese and Yokota Air Base traffic laws and regulations.

1. Licensing Procedures: Persons who desire to operate a privately owned vehicle must possess a civilian license and have attended Yokota Air Base's Local Condition Course.

2. Who may Attend: Active Duty Military Personnel, Department of Defense civilians, SOFA status contractors and their dependents may attend the course. Personnel must be assigned to Yokota Air Base, the US Embassy, or assigned at an isolated location administratively supported by Yokota Air Base, on orders either PCS or TDY more than 30 days. Their sponsor must sign in dependents under the age of 18 and over the age of 16.

3. Course Requirement: You must bring a valid stateside driver's license, and the signed 374 AW Form 50, to obtain the USFJ Form 4EJ. The USFJ Form 4EJ is the only driver's license valid for use in Japan by US Forces personnel operating privately owned or "SOFA Registered" vehicles. Once licensed, you must always carry this form along with ID card when driving. Call AFRC at 225-8725, or 374th Airlift Wing Safety (374 AW/SEG, 225-7233), for changes in times and locations of Local Conditions Course II.

4. Certified Driver: As a licensed driver in Japan, you are immediately considered a "Professional Driver" and are subject to all Japanese laws on and off base. For your own protection, know and understand these laws.

5. Vehicle Documentation Required:

5.1. Military Registration and certificate of Title of Motor Vehicle (374 AW Form 12).

5.2. Japanese Vehicle Inspection Sheet and Tax Stamp from Fussa City Hall.

5.3. Vehicle Registration Decal (Japanese Inspection Decal will be displayed in the middle portion of the windshield behind the interior rear view mirror.)

6. Insurance: Every vehicle owner with the US Forces must carry two types of insurance that provide coverage both on and off military installations.

6.1. Liability Insurance. The minimum amount required by U.S. Military Law is ¥30,000,000 for bodily injury and ¥3,000,000 for property damage. Insurance may be purchased from an authorized Japanese agency. Please consult 374 SFS/SFAP (Pass & Registration) for insurance requirements.

6.2. Japanese Compulsory Insurance (JCI). It must be purchased by a company licensed in Japan. Japanese law requires vehicle owners to carry in their cars at all times a form certifying that the second type of policy has been purchased. A firm selling the policy issues the form. The Japanese government determines level of JCI coverage. Failure to maintain current Japanese Compulsory Insurance (JCI) for your POV will result in suspension or revocation of driving privileges for up to one year

7. Vehicle Maintenance: Under the provisions of the Japanese Road Law, police officers have the authority to avert traffic danger by pulling a vehicle to the side when it is not mechanically fit to be on the road. The officer then may give the driver of the vehicle an itemized list of what is needed to make the Vehicle safe. If the officer deems it necessary, they may affix a sticker to the front of the unsafe vehicle, clearly visible to all, denoting that the vehicle is in need of maintenance. No person may destroy or mutilate the sticker. It may be removed only after the owner or user receives confirmation from the administrative agency exercising authority over the vehicle's maintenance.

8. Safety Inspections: Owners will be required to have their vehicles biennial safety inspection at AAFES Garage. The inspection is based upon Japanese safety standards. This is a requirement under Japanese law and is required for all A/E/Y plated vehicles. This requirement is for vehicle inspections to be accomplished every two years within 30 days of the JCI expiration date.

9. Vehicle Malfunctions:

9.1. Should a motor vehicle have to stop due to a malfunction or breakdown, in the traffic lanes, the road shoulder, or zone along the side of a national expressway, the driver must clearly show that their motor vehicle is stopped by using an emergency warning device. Vehicles traveling on national expressways must be equipped with a triangular emergency warning device. Warning devices are available at the exchange service stations and car care center.

9.2. It is the vehicle operator's responsibility to check such things as gasoline supply, water, oil, the security of cargo, etc, when driving on national expressways and roads exclusively for motor vehicles. Should a driver violate this provision and not meet this obligation they will be subject to penalty and fines depending on the nature of incident or causes of a vehicle mishap resulting in damage or injury to personnel.

10. Automobile Modifications: Any modifications to automobiles are illegal, unless the vehicle is inspected with the modifications and they are passed/accepted. Some examples are; loud horns, additional mirrors & lights, changes to raise or lower manufactured suspension systems, wide tires, and exhaust changes.

11. Speed Limits: Speed limits in Japan are posted as kilometers per hour instead of miles per hour. All speedometers on Japanese made vehicles register in kilometers per hour.

11.1. Speed limits on Yokota Air Base:

60 KPH	Maximum where posted
40 KPH	Unless otherwise posted
30 KPH	Residential areas
20 KPH	School Zones, Parking lots, while backing a motor vehicle, and when operating within 10 feet of a building.

11.2. The maximum speed limit off base (most areas) is 60 KPH unless otherwise posted. The maximum speed limit on the Japanese Expressway is 100 KPH (minimum speed limit is 50 KPH), unless otherwise posted. [Moped's maximum speed limit is 30 kpm any time.](#)

12. Converting to the Left Side of the Road:

12.1. Driving in Japan is done on the left side of the road. A primary traffic rule in Japan is that vehicles always keep to the left side of the road. Always think left behind the wheel and remember the three most common areas you may catch yourself on the wrong side or the road are making turns at intersections, exiting parking lots and driveways, and in emergency situations. Passing a vehicle is done in the right hand lane or to the right of the vehicle being passed on a two lane street. A solid or broken white line in the center of the road marks the center line and vehicles may pass other vehicles to the right when conditions allow for passing. The following markings on the roadway restrict passing.

12.1.1. Solid yellow centerline – No passing for either lane.

12.1.2. Solid yellow line on both sides of center line – No passing for either lane.

12.1.3. Solid yellow line on one side of centerline – No passing for lane in which yellow line appears.

12.1.4. Solid white line on left edge of road surface. Two wheeled vehicles may pass stopped or slow moving traffic in these areas if there is a sidewalk along the road. Only two wheeled vehicles (engine capacity up to 50cc) and pedestrians may occupy the area left of the white solid line.

12.2. When there are three or more lanes provided in the same direction, the right most lane is a passing lane; however, vehicles can travel in other lanes according to their speed. Slower moving traffic must stay to the left. Buses generally travel in the left lane on multiple lane roadways.

12.3. Some roadways are marked with bus exclusive lane signs that designate use by buses, taxicabs with passengers and motorcycles. No other vehicle may travel in a bus exclusive lane. When a public bus is signaling to leave a bus stop, no vehicle will interfere with the bus doing so unless the vehicle will be required to change its speed or direction of travel abruptly.

12.4. You must travel in the direction of the white arrows marked on the lane you are traveling in.

12.5. Before proceeding through or crossing at any intersections; **LOOK RIGHT FIRST, THEN LEFT, THEN RIGHT AGAIN!**

12.6. Yokota Air Base has two main high traffic roundabouts. One on Airlift Ave. called Nina Circle and the other is positioned across from the Officer's Club and Lodging. Merging traffic into the roundabouts is an experience you'll usually face overseas. Driving into a roundabout is different and requires the driver yield at the stop line until traffic is clear. There is also a roundabout in the North Housing Area. Drivers can be very aggressive and unpredictable. When you drive within the roundabout, there are two things you need to remember. First, cars already in the roundabouts have the Right-of-Way. And second, turn-signals are not required entering the circle but are required exiting the circle.

12.7. Parking:

12.7.1. No parking zones have a definite purpose. They are designed to keep traffic moving smoothly and safely. It is true that parking spaces are sometimes difficult to find, particularly in the larger cities, but that is no excuse for parking in a no parking zone.

12.7.2. Drivers are cautioned not to stop or park their vehicles at places on the road such as are listed below, unless coming to a temporary stop according to the law, or to comply with an order of a police officer to avert danger.

12.7.2.1. At an intersection or in a crosswalk.

12.7.2.2. Within 5 meters (16 feet) or less from the outer perimeter (edge) of an intersection or a corner of a road.

12.7.2.3. At the left side of a safety zone, or within 10 meters (33 feet) or less from either end of a safety zone on a road if so provided.

12.7.2.4. Within 10 meters (33 feet) or less from a signpost or signboard indicating a bus stop or railroad crossing. (This applies only during the operational hours of buses.)

12.7.2.5. Near the top of an upgrade.

12.7.2.6. On a steep grade.

12.7.2.7. Within 5 meters (16 feet) from a pedestrian crosswalk.

12.7.2.8. At any other place that the Public Safety Commission designates as prohibited stopping or parking area in the interest of safety and to promote safe and orderly traffic.

12.7.3. The only authorized parking on the roadways on Yokota Air Base is on hard surfaces within white lines permanently marked parking spaces or marked with square P signs.

12.7.4. All vehicles must be parked with the transmission set "Park" for automatic transmissions. Standard transmissions should be placed in first or reverse gear. The emergency brake will also be used anytime the vehicle operator leaves the vehicle.

12.7.5. Parking a vehicle in any of the places listed below is a violation of Japanese laws if permission to park is not received from the chief of a police station.

12.7.5.1. Within 3 meters (10 feet) or less from a motor vehicle entrance or exit way adjoining a road where a facility is established or space is allocated outside the road for talking on or discharging people, loading or unloading cargo, parking, or motor vehicle storage or repair.

12.7.5.2. Within 5 meters (16 feet) or less from a storage place for firefighting apparatus and equipments, or from the side of a water reservoir used for firefighting purposes or from the entrance or exit way of the above adjoining road.

12.7.5.3. Within 5 meters (16 feet) or less from either end or side of a construction project on a road that is under construction.

12.7.5.4. Within 5 meters (16 feet) or less from a hydrant, or suction valve cock, or a cock to insert a suction pipe of a water reservoir for firefighting purposes.

12.7.5.5. Within 1 meter (3.3 feet) or less from a fire hydrant.

12.7.6. All roadways within US Forces installations are designed as fire lanes and parking on them is prohibited unless otherwise authorized. Also, though not covered in the Japanese road law, parking on grassed areas is prohibited. Further the Public Safety Commission may designate other places no-parking zones when necessary to prevent danger on the road and to promote safe and orderly traffic.

12.7.7. A police officer may order an operator of a vehicle to move his or her vehicle or to park it in a different manner, whenever it appears that it will seriously obstruct traffic or cause traffic danger. When the operator is not in or near the vehicle, the officer may have the vehicle moved 50 meters (55 yards) from where it was parked.

12.7.7.1. When moving the vehicle 50 meters (55 yards) does not prevent traffic danger or promotes orderly traffic, the police officer will report the situation to the chief of the police station that has jurisdiction over the area where the vehicle is parked. The chief of the police station then assumes custody of the vehicle. Any expense incurred for moving the vehicle, assuming custody, or posting public notice must be borne by the owner or user of the vehicle.

12.7.7.2. Whenever the chief of the police station assumes custody of a vehicle under the above conditions, they will notify the owner or user of the date and time that custody was assumed and where the vehicle is held and will take necessary measures for the prompt return of the vehicle to its owner or user. If the name and address of the owner or user of the vehicle cannot be ascertained, a public notice as prescribed in a Cabinet Order will be posted.

13. Seat Belts:

13.1. DOD Instructions require all active duty military, DOD civilians and all dependents operating or riding in private motor vehicles ON or OFF DOD installations, while in Japan to wear seat belts. Seat belts will be installed and in use whenever a vehicle is being operated.

13.2. Infants and small children have relatively heavy heads and fragile skulls and are likely to suffer serious head injuries even in low speed crashes. All children under 4 years of age regardless of weight or less than 60 pounds regardless of age shall be properly secured in an appropriate child restraint system. Children ages 4 through 7, weighing 60 pounds or more and less than 4 feet 9 inches shall be properly secured in a booster seat or other appropriate child restraint system. Children ages 8 and above and less than 4 feet 9 inches in height will be properly secured in a vehicle seat belt or booster seat. The child safety seat or booster seat will be certified by the manufacturer to meet all applicable Federal performance standards or host nation requirements and will be installed in accordance with the manufacturer's instructions.

13.3. Include failure to use occupant protective devices, i.e., safety belts, child safety seats, distracted driving violations and PPE as a primary traffic violation on AF installations and OFF DOD installations.

14. Drinking and Driving: Drinking and driving is not tolerated in Japan. You may be arrested with as little as one beer in your system due to Driving While Intoxicated (DWI) law. Roadblocks are common occurrences and are used to detect drivers that have been consuming alcoholic beverages. The local police use an alcohol "Sensing Wand" to detect vapors in your car during these roadblocks. If caught Driving While Intoxicated (DWI) or Driving Under the Influence (DUI), you will face heavy fines and possible detention time. (Be extra cautious when using colognes, perfumes and even mouthwashes that contain alcohol.) Fines are heavy and your driving privileges will be revoked for a year if caught drinking and driving.

15. Cell Phones: Studies and investigations have shown many accidents have been attributed to drivers talking on cell phones or texting while operating their vehicle. It is ILLEGAL in Japan to use a hand-held portable or cellular phone without the use of a hands free device while operating a vehicle. The only exception to this rule is in the event of an emergency to call the authorities. In case of emergency, vehicle operators should exit off the road as soon as possible.

16. Emergency Vehicle: When you hear a siren indicating that an emergency vehicle is approaching you, pull over to the left as far as possible and come to a stop until the vehicle has passed. On a one-way street it is permissible to stop on the

right so emergency vehicles can proceed on the left on Yokota Air Base. Near the main fire station there are red beacon lights used to indicate that fire vehicles are responding to an emergency. Keep this intersection clear when the lights are flashing.

17. School and Shuttle Buses: On base, vehicle operators must stop 6 meters (20 feet) in front or behind the bus, when approaching a bus from the front or rear while it is loading or unloading passengers.

18. Yield Versus Proceed Slowly: In Japan, “Yield” signs are known as “proceed slowly” signs. They are triangular like the stop signs, however, they have a red border and white interior. When you approach a Proceed Slowly/Yield sign, you must reduce your speed and prepare to stop at the marked stop line if necessary.

19. Rail Road Crossings: When approaching any railroad crossing in Japan, all vehicles, bicyclists and pedestrians must come to a complete stop and look both ways prior to crossing railroad truck. Beware that there is an active railroad crossing in the west side of Yokota Air Base.

20. Right-of-Way at an Uncontrolled Intersection:

20.1. Any vehicle traveling on a priority road (larger or wider road) has the right-of-way.

20.2. Any vehicle approaching the intersection on the left has the right-of-way over the one on the right. Note: Right-of-way of a vehicle that has already entered the intersection and one that is already in the process of a right turn is abolished. In addition a road with a centerline or vehicle traffic lanes provided in the intersections is the priority road.

20.3. Any vehicle entering or traveling in the intersection is required to pay attention to other vehicles in it as well as pedestrians crossing the road in and close to it; to proceed at the safest possible speed; and in the safest possible manner in accordance with conditions of the intersection.

20.4. Vehicles must not enter an intersection, even with a green traffic signal, if it will become necessary to stop in the intersection due to traffic conditions ahead.

20.5. When intending to travel through a crosswalk, railroad crossing, or the other portion of a road marked off with road markings, vehicles will not enter it if they may have to stop in it due to traffic conditions.

20.6. When approaching a solid white line painted on the roadway, all vehicles must come to a complete stop and give the right of way to other vehicles. The only exceptions to this rule are if a yield sign is present or the stop line is adjacent to a crosswalk. In these cases vehicles may proceed without stopping if no pedestrian or other vehicle is approaching.

21. Left Turn on Red: Left turn on a red light after a complete stop is against Japanese Traffic Laws, except when permitted by a traffic control device (a signal green-arrow or white sign with a blue arrow.)

22. Runway Overrun Areas: Yokota Air Base, runway overrun areas are controlled with traffic lights. The lights are located at eye level. Yellow lights indicate proceed with caution, while Red lights with a warning bell indicates stop at the painted stop line. Whenever a power outage or light malfunction occurs, park at the stop line. Pick up the telephone in the call box and inform the Tower Controller of the situation. The 374 SFS will manually guide traffic during the outage or malfunction. Instruction signs are posted in English and Japanese on base. Always yield to arriving and departing aircraft. Note: Fuel trucks and buses traverse the perimeter road. The trucks and buses also cross the perimeter road from the Fuel Yard. You are required by Yokota law to give the “Right of Way” to these vehicles merging onto or off of the perimeter road. This particular stretch of road is designated as “No Passing.” Always be prepared to reduce your speed or stop along this roadway.

23. Two Car Maximum: The “Two Car Maximum Rule” is in force while stationed at Yokota Air Base. This rule is one four-wheel vehicle registered per licensed driver, maximum of two four wheeled vehicles per household. Motorcycles do not count against your vehicle limit. Waivers to this policy are accepted for cause. Contact your chain of command.

24. Motorcycle Training: Specialized training is required to operate a motorcycle in Japan and at Yokota Air Base. Personnel desiring a USFJ License to ride a motorcycle on or off base must contact the 374 AW Safety office prior to operating or registering a motorcycle. Contact 374 AW/SEG at 225-7233 for further details.

25. Bicycles: Any person operating a bicycle on Yokota Air Base is required to wear an approved helmet. Bicycle riders on the roadway are subject to the same traffic laws as drivers of motorized vehicles. Bicycles operated after hours of darkness will have a permanently affixed headlight that projects a white light visible for 500 feet or 150 meters in front of the bicycle. Headlights will be turned on between sunset and sunrise or when visibility is poor. A rear reflector, visible from 300 feet or 90 meters will be affixed to each bicycle. Bicycles operated on the roadway will be operated in a single file, with the flow of traffic, and stay as far to the left as safely possible.

26. Skateboards/Roller-Skates: Persons riding skateboards, roller-skates/blades are subject to the same laws as pedestrians. Bicyclists, skateboarders, and roller-skaters will not be towed by any other vehicle. The sponsor, parent or guardian is responsible for ensuring safe operations. Persons on skateboard/roller-skater (in-line) must wear an approved helmet at skate park.

27. Accidents: Despite traffic laws and precautions taken by drivers, accidents will still occur. The “number one” cause of vehicle accidents in Japan involving Yokota Air Base personnel is, “failure to yield the right-of-way”. Conditions are: congested roadways, slick roadway surfaces, pedestrians, roadway construction, narrow roads, tight parking lots, other drivers, and driving too fast. You should know what to do if you become involved in an accident, whether it is your fault or not. If you are involved in an accident, first of all, assist the injured, remain at the scene, exchange personal data and notify the local prefectural police and the Security Forces. Do not move your vehicle until told to do so by the police. (Moving your vehicle will hamper the investigation and you could be automatically found at fault. In traffic accidents involving more than minor property damage, the driver, unless incapacitated, will attend to the injured and not move the accident vehicles or leave the scene of the accident until military or civil law enforcement personnel authorize his or her departure. You are required to report all accidents (both major and minor) to the Military Police of the closest to the area in which the accident occurred. Civil laws also require that a report of the accident be submitted immediately to local civil police authorities.

28. Customs and Courtesies: There is one Japanese custom you are expected to follow if you should become involved in an accident involving a fatality or personal injury. Immediately contact the International Law Division, Office of the Staff Judge Advocate (Yokota Air Base Legal office), should this occur. Compensation payments and condolence procedures is an involved process in Japan and some elements as they apply to US Air Force personnel are specifically covered by Air Force Instructions. The basic custom involved is one of offering a token sum of money or appropriate fruit or floral tribute to the injured party or their family. The custom varies depending on the individual circumstances of the accident and you should not hesitate to talk to the Chief of International Law for advice and guidance as to how it may be best to proceed in your particular situation if legal action is taken.

29. Blind and Deaf Person: When a blind or deaf person is walking with his or her white cane or a child is walking alone without any attending guardian, a vehicle must make a temporary stop or slow down and not interfere with his or her passage or walking.

30. Crosswalks:

30.1. When driving down the road you will notice two diamonds painted on the roadway; this is a pre-warning to let you know that you are approaching a pedestrian crosswalk. Extreme caution should be exercised at crosswalks and school zones. Local Japanese children are taught at a very young age to simply raise their hand when they wish to cross the street and traffic will stop to allow them to cross. When you see children, slow down and expect to stop. This includes school zones where children don't always use the designated crosswalk.

30.2. Whenever a pedestrian is using or waiting to use a marked crosswalk, a vehicle must make a temporary stop at the white “stop line” and not interfere with his or her passage or walking. A pedestrian using a crosswalk has the right-of-way over vehicles at all times.

30.3. In general, a vehicle operator must constantly be on the watch for pedestrians. He or she must slow down when passing safety zones established on the right half of the road, and he or she must be prepared to avert danger from other vehicles by driving defensively at all times. Any vehicle traveling near pedestrians must keep a safe clearance of travel at a reduced speed.

30.4. Any Vehicle approaching a crosswalk is required to travel at such a speed as to be able to stop before entering the crosswalk if necessary, except when there is no pedestrian apparently attempting to cross it. When the pedestrians are crossing or attempting to cross it the vehicles must stop and not interfere with the travel of the pedestrians.

30.5. Passing is prohibited at crosswalks and intersections, or within 30 meters (100 feet) of them. However, passing in an intersection and in the area within 30 meters (100 feet) from it, is not prohibited for any vehicle traveling on a priority road.

30.6. Pedestrians should use extreme caution when crossing in marked crosswalks. You should ensure that all traffic has stopped before stepping onto the crosswalk. Statistics have shown that more pedestrians are injured and killed while crossing at marked crosswalks than at non-marked places. As you can see, crosswalks require the utmost caution for all pedestrians.

31. Knowing the Rules of the Road:

31.1. Driving on Yokota Air Base and in Japan is not as difficult as you may have been told or think, as long as you follow the rules of the road. It certainly is different than driving stateside; therefore, extra care must be used in order to drive safely here. This pamphlet is not all-inclusive but it will provide you with an appropriate start at understanding the driving conditions here. It is your responsibility to learn the local traffic laws here and abide by them. We also recommend that you become familiar with USFJI 31-205, AFI 31-204, 374 AWI 31-204 AW Sup 1, and AFI 91-207.

31.2. We recommend that once you obtain your license and purchase your car that you spend some time driving on base before you venture off base. The streets are wider on base and are not as congested as off base. Remember, if you find yourself traveling on the wrong side of the street, (and it happens), just stop and get your bearings, then correct the situation.

31.3. One final note: Backing mishaps occur almost daily on Yokota Air Base. We believe that most backing mishaps occur because many people are forgetting the basic principals of safe backing. For example, looking behind you before backing and ensuring that the vehicles, buildings, and other obstructions are not interfering. As a new vehicle operator in Japan many of us strive to consider what side of the street we may end up on (after backing) that we forget the basic principals of common safe backing. Two vehicles backing into each other is common at Yokota. If you are operating a government owned vehicle, you must sound the horn prior to backing.

Further Assistance: If questions arise, be sure to ask someone before starting out.

CONTROL/REGULATORY SIGNS

	NO THOROUGHFARE TO ALL TRAFFIC		ROAD CLOSED TO ALL VEHICLES		DO NOT ENTER / WRONG WAY
	CLOSED TO ALL VEHICLES EXCEPT MOTORCYCLES		ROAD CLOSED TO ALL MOTORCYCLES		ROAD CLOSED TO ALL BICYCLES
	CLOSED TO INDICATED VEHICLES		DESIGNATED DIRECTIONS ONLY		DESIGNATED DIRECTIONS ONLY
	DESIGNATED DIRECTIONS ONLY		THROUGH TRAFFIC ONLY		ONE-WAY
	NO U-TURN	 <small>道越し禁止</small>	DO NOT PASS VEHICLES		DO NOT CROSS OVER CENTERLINE

	NO CROSSING BY VEHICLES		HEIGHT LIMIT		WIDTH LIMIT
	WEIGHT LIMIT		MAXIMUM SPEED LIMIT		MINIMUM SPEED LIMIT
	4-WHEELED MOTOR VEHICLES ONLY		BICYCLES AND PEDESTRIANS ONLY		PEDESTRIANS ONLY
	BICYCLES ONLY		TWO-STEP RIGHT TURN TO MOPEDS		SMALL RIGHT-TURN TO MOPEDS AT INTERSECTION
	NO PARKING OR STOPPING		NO PARKING		TIME-LIMITED PARKING ZONES
	YIELD		STOP		SOUND HORN
	CROSSING BY PEDESTRIANS PROHIBITED		CLOSED TO PEDESTRIANS		LANE DIRECTION DESIGNATIONS

THE BELOW ITEMS ARE FOR INFORMATIONAL PURPOSES ONLY AND WILL NOT BE TESTED. IT IS A GOOD IDEA TO KEEP THIS MATERIAL IN YOUR VEHICLE.

REQUEST FOR ASSISTANCE (ENGLISH-JAPANESE)

1. I am lost. 私は道に迷ってしまいました。
2. How do I get to ...?へは、どうやったら行けますか?
3. Could you tell me how to get to Yokota Air Base? 横田基地への行き方を教えて戴けませんか?
4. Where is a telephone? 電話はどこにありますか?
5. My car has broken down. My car is down the road. 車が故障してしまいました。車はこの先に停めてあります。
6. I am out of gas. ガソリンが切れてしまいました。
7. Where is the nearest gas station? 一番近くのガソリンスタンドはどこですか?
8. May I park here? ここに駐車してもいいですか?
9. My address is 私の住所は.....です。
10. My name is 私の名前は.....です。
11. My telephone number is 私の電話番号は.....です。
12. I am stationed at 私は、.....に、勤務しています。
13. There has been a traffic accident. 交通事故が起きました。
14. Persons at the accident were injured. 交通事故で怪我人ができました。
15. Please notify Japanese Police. (日本の)警察に連絡して頂きたいのですが。
16. Please call for US ambulance. 米軍基地の救急車を呼んで戴けませんか。
Telephone # is 042-552-2511/2510 Ext. 911. 電話番号は、042-552-2511/2510 内線911です。
17. Please notify Security Forces (5-7227/5-7200) on base. 米軍基地の憲兵隊に連絡をして戴けませんか。
(They have Japanese interpreters available.) (日本人の通訳が待機しております。内線: 57227又は57200)
18. I will pay for the telephone call, please hurry! 電話料金は私が払いますので、急いで下さい。
19. I refuse to sign on a Japanese document. 私は日本の書類への署名は拒否します。
20. How much does it cost? 料金はいくらですか?
21. Turn to the right / to the left. 右へ(左へ)曲がって下さい。
24. Straight ahead. まっすぐ行って下さい。