

地域社會發展과 關聯한  
交通安全敎育의 效果的인 施行方案

The Effective Plan of Education for Traffic Safety  
in Relation to The Development of Community

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要 約

交通은 오늘날의 文明社會를 저울질 할 수 있는 바로미터로서 人類生活의 向上과 발전에 크게 이바지해 온 것은 틀림없는 사실이다. 그러나 交通은 사람과 道路와 自動車의 調和 속에서 이루어지는 人間-機械系 (man-machine system)인 것으로서 이들 要素들은 正三角形을 구성하는 것으로서 어느 쪽에도 불합리나 결함이 자리잡게 되면 무섭고도 끔찍한 交通事故를 일으키고 만다. 이와 같은 사실은 최근의 交通事故 死亡者數에 대한 變화를 찾아 보더라도 그 엄청난 피해를 그냥 보아 넘길 수는 없는 것이다.

交通이란 본래 空間的인 이동을 그 機能으로 하고 있다. 사람들의 生活과, 이와 같은 생활을 둘러싸는 모든 활동은 擴大, 擴散된 공간속에서 실시되고 있는 것인데 여기에서 社會를 형성하게 된다. 따라서 交通이 발달한다는 것은 곧 社會的交流를 드높이면서, 그의 향상과 발전을 도모하게 될 것인데 이 때의 문제점을 既存統計를 중심으로 分析하면서 그의 交通安全敎育에 대한 施行方案을 考察하고자 한다.

1. The Issue for Efficiency  
of Traffic Safety

1-1 The Meaning of Transportation and Traffic Safety.

It is true that the Transportation has provided a Human with properties of life as an index of Civilization in this days, but it means Man-Machine System 1) accomplished in harmony with man, road and auto which are constituted factors of a triangle. In terms of a triangle, tremendous traffic accidents will be caused when even one of these factors loses the balance. From a

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#### 4 李 根 熙

point of the table <1-1>, we can find a changing trend of the death toll caused by traffic accidents.

The function of Transportation is to move through the space in which human life and all living activities are carried out and then a society should be formed in such enlarged space. The growth of transportation makes a great Contribution toward the development and advancement of Society with social exchange increased.

Table<1-1> The trend of the dead by pedestrain and passenger

Year	1980	1981	1982	1983	1984	Growth Rate (%)
Dead						
Pedestrain	3,674 (65.5)	3,739 (64.4)	3,875 (63.4)	4,384 (64.1)	4,473 (59.9)	5.0
Passenger	1,934 (34.5)	2,065 (35.6)	2,235 (36.6)	2,451 (35.9)	2,995 (40.1)	11.6
Total	5,604 (100.0)	5,804 (100.0)	6,110 (100.0)	6,834 (100.0)	7,468 (100.0)	7.4

Source : The transportation of road, June, 1986

An open society is setup by strengthening into close relation with politics, economy and culyure through a social interchange, and on the other hand the material which is transfered from a region to another renders great Contribution to a price-equalzation by an effect of supply-demand relation. The culture level of whole society might be enhanced and diversified by culture exchange for the whole society.

But an effect for the traffic development in spite of a lot of risk experienced by transportation has been performed because the social exchange was recognized hiddly the attempt to make lower pricced transportation including safety should be conducted within a problem to be resolved. 2)

#### 1-2. The traffic problem being confronted in Korea.

The number of automobile holdings exceeded one million in May, 1985 and our country goes to an advanced nation in automobile field. But we get injured about 18 hundred thousand people by traffic accidents and was killed about 7,500 traffic death toll. It is very important for our country to solve this problems. And also loss of socialized indirect cost caused by traffic accident are estimated at arround five hundread of millions won.

In the light of facts, we have been reviewed in the following table<1-2> The statistics in table<1-2>, a decrease of traffic accident has decreased in propotion to the increasing of automobiles. But actually, it's not almost correct the table<1-2>, because that we could'nt find a classified a total of

informal traffic accidents. In this point of view, our present situation has serious problem of traffics. So then, what reason does it takes place tremendous traffic accidents? We have for several reasons, but above all things we point out the problem of safety awarness.

Its result in social and inheritance defect.3) At this problem of safety awareness cause a vicious circle not only from social syetem, but also from related legislation. In other words traffic accidentrepeat a typical shape and similarity in every accidents. It is nonsense that a part of traffic prevention attribute to the drivers' return responsibility reason about 94 % intotal traffic accidents.4)

Table<1-2> Number of auto and traffic accident

Year	Traffic accident			Death		Injury	
	No. of	No. of	Rate of	No. of	Rate of	No. of	Rate of
	auto	traffic accident	accident	death	death	injury	injury
1980	527,729	83,711	1,586	5,608	106	111,641	2,115
1981	571,754	87,119	1,524	5,804	101	115,289	2,016
1982	646,996	101,528	1,569	6,110	94	130,605	2,019
1983	785,316	120,214	1,531	6,834	87	152,572	1,942
1984	948,319	134,335	1,416	7,468	79	170,377	1,797
(Esti) 1985	1,112,000	146,828	1,320	7,520	68	184,388	1,658

\* Rate per tenthound auto

Source : The transportation of road, March,1986

The safety accident including traffic safety have to be considered by the following items 5) in order to reduce or eradicate traffic accidents.

1. The principle for complex cause of accidents.
2. The principle for chain reaction of accidents cause.
3. The induced fault cause of physical side.
4. The repeated accidents of identical and similar cause.
5. The principle for equality of accident cause.

### 1-3 The limitation and restriction in this paper

As like bring an affair before the chapter, the defect of social safety system point out the main reason of traffic accidents. In this paper traffic relation law including in traffic policy problems require further examination and go into detailed criticism. But it is the limit of this paper because of insufficiency data.

Therefore the criticism about this statements hold one's judgement in suspense. In conclusion, we draw up a plan the improvement of safety on safety education and also we have a study to educate the safety traffic by

## 6 李根熙

system and scientific and safety education try to fix new age. At the same time, traffic safety early settle the safety traffic education to future generation through safety education. At the same time present generation should improve traffic safety by the process, traffic safety education. The safety education is as follows.6)

- (1) It gives the school charge of the safety awareness of education.
- (2) It takes up registered cooperation's duties the safety technique education and it catch up on the lack of defect.
- (3) It naturally gives a public service cooperation the campaign for enlightenment by safety awareness of education and also accustom everybody to keeping the safety awareness.

In order to attain our goals, it is closely connected with three education functions. It include undoubtedly railroads, ships and airplanes in traffic. But we are limited in overland traffic in this paper. It is because that overland traffic get mass-transportation and popularity. We have many problems in traffic safety preparation to other traffics.

This paper is to study the traffic accidents of land transportation which have a lot of traffic accidents in comparison with other transportation mode.

## 2. The present situation of Traffic Safety in Korea

### 2-1. Traffic Safety counterplan and activity in Seoul city

There are approaching about ten millions a settled population in Seoul which grown up third city in the world. total population in the whole country concentrated upon a fourth and have about sixteen thounds traffic population per day. In the rushhour, especially, traffic jam take place in here because that more then a third of traffic population move at a time. And also the limit of traffic street could not accomodate already for a long time.

An automobile increase rapidly number 445,807 automobiles in '85 except of two-wheeld vehicles. This is increased 18 percent against in 1984. And also this is about 40 percent to the whole country. We have one automobile per 22 citizens. Main street, total length 6,974Km, consist of nineteen radiation-road and three- circulation-road. This street is geared to city-concentration. An useful street rating is 16.2 percent against city-area.

It presents very low percent because that the level of street could not accomodate already a long time. A driver's license have 1,384,046 licenses. It increased about 25 percent against in 1984 and have about 14 percent in Seoul citizens. This percent have obtained three man in driver's license per

one automobile. According to the Seoul city, accident statistics bring about traffic accidents like table<2-1>. Traffic accidents bring about 173 accidents per average day. From out of these, three people was died by accidents, one hundred forty seven people was injured and bring property damage upon about three millions won. Therefore the Seoul City Police make the traffic accident Decreasing Counterplan Committe. The purpose of this committe is as follow.

- (1) Consider a decreasing counterplan and traffic accident depts analysis.
  - (2) Improvement in traffic environment.
  - (3) Instruction and teaching in traffic safety.
  - (4) Advertisement and proper guidance in traffic safety.
  - (5) Control and guidance in traffic violation.
- But actually they almost control number(5).

Table<2-1> The trand of traffic accident of Seoul City

Year	No. of accident	Human damage		Physical damage (won)	Average per day			
		Death	Injury		No.	Death	Injury	Physical damage(1,000)
1984	56,827 (39,700)	1,262	48,495	9,713,343,947	155 (108)	3	133	2.661
1985	63,019 (48,828)	1,208	53,512	11,188,638,040	173 (117)	3	147	3,065
Corre- lation	+6,192 (+10.9%)	-54	+5,026	+1,475,294,093	+18 (+11.6%)		+14	+404
	+3,128 (+7.9%)	(-4.3%)	(+10.4%)	(+16%)	+9 (8.3%)		(+10.5%)	(+15%)

\* Human damage in ( )

Source : The transportation of road, Feb,1986

There is no doubt that the Seoul City and the Seoul City Police their's heart to keep traffic safety, but the traffic safety improvement counterplan enforced a information work about new license obtainer (221,003 people), reform education(184,404 people) and aptitude inspection objector(159,275 people). And also the mobile information work, including in kinder garten, enforced 1,248 sounds in the 1,001 objects.

## 2-2 Traffic Safety Counterplan and Activity in Pusan City

There are living about three million and sixty hundred thousand a settled population in Pusan which is the first harbour City in the country and total street length is 1,616km. Pusan have automobile of 106,537 in 1985, and is increased 13.4 percent per year having one automobile per 33 citizens. Pusan, especially have a special harbor circumstance to become worse traffic jam because that big container of import and export commerties go through the

8 李根熙

heart of the city.

And also the amount of commodities of imports and exports collect and distributes about 52.3% through Pusan harbor. Whenever Pusan to street, it is out of one's sense because of noise pollution and caused by exhaust smoke.

According to table 2-2, traffic accidents bring about a total of 23,899 accidents in 1985. Out of these, 290 people died, 18,985 people were injured and brought property damage upon 10 million won. Pusan citizens encounter an injury per every 184 people. Therefore, the traffic accidents are growing more and more serious in Pusan. The Pusan City was extract seventy one frequent spots where occurred more than three accidents the same place. This have a ground in actual that it's occurred 15,599 accidents in 1984. The Pusan City have an analysis that reason why occurred frequently traffic accidents the same spot, and establish the followings.

1. What safety facilities are necessary.
2. Where a vulnerable point on road is.
3. What is effective prevention.
4. What is the essential problem.

Table <2-2> The trand of traffic accident in Pusan City

Year	No. of accident			Damage					
	Total	Human damage	Physical damage	Total	Death	Serious injury	Slight injury	Injury	Physical damage
1984	23,673	15,599	8,074	19,387	323	5,204	11,475	2,385	1,332,623,690
1985	23,899	16,097	7,802	19,275	290	4,895	11,651	2,439	1,689,490,000
Corre- lation	+226 (+0.9)	+498 (+3.2)	-272 (-3.4)	-112 (-0.6)	-33 (-10.3)	-309 (-5.9)	+176 (+1.5)	+54 (+2.3)	+356,866,310 (+26.8)

Source : The transportation of road, March, 1986

2-3. Traffic Safety Counterplan and Activity in Taegu City.

Taegu is raised to the status of the city of it's direct control in July 1, 1981. It is the third city in the whole country. But the traffic problems is growing more and more serious because of increasing population and automobiles. In the year of 1985 Taegu exceed 70,000 automobiles line and have one automobile per seven family, and driver's license obtains 273,622 people. It means automobile ages that driver's license get one people per 1.8 family. As compared with street rating in L.A (67 %), Pusan (11 %), Seoul (16.5 %), the rate of road in Taegu (13.6%) is very low.

Accoding to table <2-3>, traffic accident bring about 14,731 accidents. From out of this, it was died 276 people and injured 11,641 people, and bring property damage upon 435,230,000 wons. Also Taegu police made an interlocking traffic for decreaing traffic conjestion, which is 22 cross-street in

first circulation street, 10,510m and 7 cross-street into 4,053m. By operating the left-turn simultaneous signals and straight on 38 cross-street, it reduced the congestion time and save fuel cost about 930,000,000 won per year Taegu City make an efforts for street extention and signal preparation, but it relax one's effort the proper guidance like any other regions.

Table <2-3> The trend of traffic accident of Taegu City

Year	No. of accident	Human damage						Physical damage	
		No.	Injury				No.	Amount (won)	
			Death	Total	Serious	Slight			Report
1984	13,651	8,835	272	10,469	3,331	6,546	592	4816	664,354,000
1985	14,731	9,945	276	11,328	3,195	7,620	513	4786	435,227,000
Correlation	+1,080 (+7.91)	+1,110 (+12.48)	+4 (+1.47)	+859 (+8.21)	+136 (+4.08)	+1,074 (+16.41)	-79 (-13.41)	-30 (-0.62)	-229,127,000 (-34.49)

\* Including number of suicide in human damage. (%)

Source : The transportation of road, April, 1986

#### 2.4 Traffic Safety counterplan and activity in Incheon City and Kyung Gi province.

There are living 6.2 million people in Incheon City and Kyung Gi province, and that the rate of paved road by 5,834 Km extened road is 65.4 % is to Seoul in it. In the year of 1985, these regions are composed of one automobile per 40 persons and drivers with license are 613,897 people --about 9.9 % of liver in the area---- and it is composed of one per 10 person and 94,009 persons obtained driver's license in the year of 1985. It appears the rate of 20 % then the year of 1984. Also in the present condition of traffic accident there happend 24,222 numbers of accident at this area in 1985 as table<2-4>.

Table <2-4> The illegality of driver by caused in Inchun and Kyunggi-Do

Cause	No.	%	Cause	No.	%	Cause	No.	%
1	1,745	7.7	2	515	2.3	3	9	0.04
4	473	2.1	5	172	0.8	6	257	1.1
7	1,452	6.4	8	259	1.1	9	2,120	9.4
10	651	2.9	11	659	2.9	12	173	0.8
13	116	0.5	14	8,208	36.4	15	250	1.1
16	650	2.9	17	494	2.2	18	1,541	6.8
19	1,394	6.2	20	315	1.4	21	409	1.8
22	15	0.07	23	648	2.9	Total	22,525	100.0

\* cause 1 : Driving without driver's license

cause 2 : Driving while under the influence of alcohol

cause 3 : Overwork

cause 4 : Exceed steted speed

cause 5 : Illegal passing

cause 6 : Passing while procedure

cause 7 : Invade the center-line

cause 8 : Disregard to signal impatiently

10 李根熙

- cause 9 : Do not Keep following distance
- cause 10 : Disregard to stop fine impatiently
- cause 11 : Illegal turn
- cause 12 : Do not yield rights of way
- cause 13 : Do not yield for attention vehicle
- cause 14 : Do not proper visual attention
- cause 15 : Novice driver
- cause 16 : Over steering
- cause 17 : Aggressive driving
- cause 18 : Violate intersection driving procedure
- cause 19 : Disregard to driver's duty for pedestrain
- cause 20 : Illegal lane operating
- cause 21 : Do not yield to vehicle going straight or turning right
- cause 22 : Violate rail-road crossing procedure

Source : The transportation of road, May, 1986

It sums up --that 24,222 in 1985 increased 14.2 % in comparision with 21,206 in 1984-- to be increased 11.3 % in a loss of livers, and 38.7 % in a loss of property.

But into the cause of the accident, 22,525 cases by bad-consolidation is 0.1 % and 1,695 cases by damager fault is 7 %. In accident type, that 1,047 cases by autocar VS. passenger is 44.5 % of the whole is the first, and secondly 6,538 cses by car VS. car is 27.7 %.

Among the above mentioned traffic accient, to analyze the violation of traffic regulation by driver, 8,208 cases by disregard visual attention and 36.4 % and 2,120 cases by disregard following distance is 9.4 % and 1,745 cases by driver without a license is 7.7 %.

Therefore requires good control in driving to drive. No license strikely appears on two wheel car and it need to requir more rational control for driving license system. In this present condition, the measure to traffic safety of this area, above all, as an urgent problem, is subject to reduction for 10 % of accidents and also try to reduct in each localites, police preside all of things.

In this counter measure of reduction, we control inprivity the accident spot and try for improvement and enlargement of traffic equipment, and educate about traffic safety, 1847 drivers in army by 17times and 405 public drivers by 8times, and 2774 drivers of passenger traffic company by 14 times, and 8379 persons in traffic training school by 28 times. Alos enlightened 94,973 primary boys by 72 times and 74 persons in prison, kindergarten, and school for grand 7 times.

And at this area, for the improvement of thoughtrs about traffic safety, in order to keep the traffic safety in life, awarded a prize to the man of merit of its in April, 1986.



**2.5 Traffic Safety Counterplan and activity in Kwangwon-Do (porvince)**

Kwangwon-Do, among the 4,925,178m, its rate of paved road is 53 % is 168,820m, of express-highway and 1,981,007m of national road, is 19.6 % in 968,999m in local road and its city road is 64.4% in 334,541m, its provincial road is 11.4 % in 1,447,820m. Among the whole country road, 52,264,133m, the rate of road of Kwangwon- Do is 9.42 %, it ranks the fifth place by Seoul, Kyungbuk province, Chungnam province, Kyungnam province. But its rate of paved road reaches not 49.8%.

The present possession of car is all 31,346 at end of 1985. By using style, bus is 13 % by 4,049, truck is 50 % by 15,635, and special car is 1 % by 135. By regional groups, Choonchon is 17,3 by 5,429, the rest is 82.7 % by 25,917 % by 25,917 in Kwngwon-do. By the increase tendency of cars, its one increased in 16 % by 31,436 as compared with 27,003 of 1984. The increasing tendency in a day, it's 22 cars in Choonchon, and 71 cars in the rest.

And the seeing the present condition of traffic accident by table<2-5>. Among the all accident occupied by traffic, it is death, 332 persons, wound injury, 2057, and slight wound, 3,264.

As the average of accident occupied in a day is 13.7 cases, it shows that its decreasing of 0.2 cases as compared with 1984, and 0.9 cases by 0.88 persons in death rate, and 0.8 cases by 15.1 in wounded person.

Table <2-5> The trend of traffic accident in Kwangwon-Do

Year	No. of accident	Human damage				Physical damage	Amount of damage (won)
		Death	Serious injury	Slight injury	Injury		
1984	5,100	357	1,863	3,061	324	919	318,131,000
1985	5,012	322	2,057	3,264	210	692	269,435,000
Variation	-88	-33	+194	+203	-114	-227	-48,696,000
Correlation	-1.7%	-9.8%	+10.41%	+6.6%	-35%	-24.7%	

Source : The transportation of road, June, 1986

On seeing its traffic accident by cases group, among the all occupied accident, 5,012 cases, that the mistake and the violation traffic regulator by drivers is 99.7 % ranks in high as compared with the 94.4 % of the whole country average 94.4, such as 202 cases by speed violation, 147 cases by driving in over drunken, 532 cases by driver without a license, 84 cases by passing ahead, 305 cases by invasion of center-line 17 cases by damager's mistake.7)

But as the 77.8 % of all road by the specific cases cause of topography in Kwangwon-Do is mountains road, --the ground is relatively not only weak but also 65 places by sudden curve, 52 places by S curve, 24 places by width

## 12 李根熙

limited, 33 places by stone from a fall, and 64 places by cliff dangerous factors lie here and there on road and it obstruct its road traffic and make a happening of traffic accident.

### 2.6 Traffic Safety Counterplan and activity in Chungcheongbuk-Do

Chungbuk, only inland-area of whole country which is 70 % of forest and field, 27 % of plain, and 3 % of the rest, all extended road is 3,206,461m. The rate of paved road is 42 % and that possessed cars are 25,493, included cultivator, two-wheeled car, and autocars are 333,946, it is 359,439 in total. Among the 1,391,100 persons, its total people, at the end of 1985, auto-car, 11,035 and two-wheeled car, 11,166 by 350,279 persons, at the present time, it is 22,201 in total.

In taking a census of volume of traffic in a day, there are 250,000 passengers, 22,822 tones in volume, and 132,551 drivers with license : it is one person for 10.5 persons as compared with people in its city. In just 1985, 15,641 persons obtained licenses and it is increasing in 18 % as compared with that of 1984.

Case of traffic accident in Chungcheongbuk-Do, happened 5,441 cases in all accident. Among them, 462 died, 12,028 wounded, and the amount of damage is 891,799,000 won, it shows that increasing of 9.9 % as compared with that of 1984, but death is increasing in 13 % by 53 persons and case of wounded person is increasing in 9.8 % and increase of material damage is 18.1 %.

By cause of these accidents, violation of traffic regulations of driver is 98.6 % by 5,363 cases. Bad-consolidation is 0.04 % by 2 cases, mistake in driving is 1.36 % by 76 cases. By kinds of traffic, collided accident by 4,883 cases, died 347 persons, wounded 6,283 persons, only accident of cars by 558 cases died 115 persons, wounded 1,824, it shows that total rate is the most high in this country.

In seeing the violation of traffic regulation of driver by cause groups, disregard proper visual attention is 22.7 % by 1,218 cases, driving without driver's license is 9.2 % by 493 cases, invasion of center-line is 8.6 % by 463 cases.

## 3. Relationship of Community Development and Traffic Safety Training

### 3.1 Economic Activity and Traffic Quality

A traffic in quality is considered to be determined by wheth-

er it is of utility value rather than its classification based on its system or technical features.

The traffic quality is usually based on the three point elements.

1. stability 2. speediness and 3. economic feasibility.

But two more elements - agreeableness and convenience should be taken into account.

The most imminent problem in traffic the tlday's society should resolve is how the society will prepare the citizens for stable and more comfortable transportation.

The developmint of traffic in the way of today, however, may diminish the significance of genuine transportation. In fact traffic accidents are nowadays on the increase under a situation of the growing violation of traffic rules coupled with driver's overwork.

It is largely attributed to the facts that the ages of vehicle drivers as a whole are becoming younger and growing trends of their unlawful consciousness.

It also comes from the facts that the present system of an aptitude test for driver's gives prominence to such a test only as

1. vision 2. vision to the moving objects, 3. time of reaction and 4. other physical and mental functions.

These problem should be solved with a consideration of characteristics of regions in that the quality of transportation is taken into account of the physical distribution by regional community. The education of traffic safety should be directed to consideration of those factors.

### 3.2 Traffic Safety and Hinderances

In running vehicles a lot of expenses are required of the expenditure, the fixed cost includes 1. automobile 2. tax 3. insurance 4. bond 5. various expenses for test and 6. depreciation cost and parking fees; the variable cost is 1. cost of fuel 2. oil prices 3. tire or tube prices 4. maintenance 5. cost of parts and 6. others.

For safety the traffic rules are inevitable for regulation illegal transits, speed and parkings. However, the settlement of those problems takes into consideration of the importance of urban and rural differences for future reasonable traffic administration. It should be noted that the number of tillage cars are on the increase in rural areas.

Those tillage cars are rather slow in speed compared with those automo-

14 李根熙

biles for citise. In this respect, a special consideration is badly needed to control the possible traffic accidents.

In France it operates a sightseeing restaurant local train which is regularly run in narrow - gauge railway and Switzerland runs mountain trains for tourism. Relationship between transportation and community is so closely connected and its relation contributes to the full extent of a nation's welfare as a whole.

We should not fail to notice that a traffic safety training should be performed according to a characteristic by region or community in that the resolutions of these problems will affect the development of local community.

### 3.3 Traffic Safety and Safety Training

Drivers in general are required for a speedy judgment for the constantly change environment of road, street and weather. 10)

It demands not only a technical skill for driving but also humanism because what they are driving is carrying man and property safely and comfortably to one's destruction. From the point of view, a driving test for the future should be emphasized on its spirit of human respect.

It is pointed out that the recent traffic control system doesn't overlook the so called "low of inertia" of running vehicles. This way of traffic control should soon or later be corrected. 11)

Traffic controllers as a whole tend to equalize the life of man and automobiles. It is largely attributable to a defect of the present system of traffic safety education. 12)

As far as such a defective system exists, the hopeful result won't be expected. Noteworthy is that an estimated 170,000 suffer death or injury in traffic accidents annually.

We emphasize that the traffic safety training is to be based on the spirit of a dignity of human being and this training must be expanded to a national education.

## 4. Community Development Program Through Civil Traffic Safety Organization

### 4.1 Safety Education and Traffic Guidance in school

School education, more than anything else should be conducted with an

emphasis upon next generation on the basis of far sighted national policy. If the education sticks to the present in stead of being future oriented, it cannot possibly be called school education. And the future prosperity of a nation wouldn't be expected without proper fulfillment of elementary and middle school education, of course there are many difficulties in our coping with the upsurging problems.

Because we have never experienced modern society which can afford to admit modern culture and all of these seem to be focused into two points, one of which, the poor application of modern science without full understanding of precedent knowledge, illuminated from the scientific - technological point of view. The other, poor sublimation of science into everyday - technology. Especially in automobile, the seriousness is undeniable.

Traffic conveniences were invented and developed for the protection of lives and properties. In our case, however the automobile often fall down to the symbol of wealth and power or is regarded as a compulsory means of living even for the primitive life. Subsequently these prejudices bring about irrecoverable disaster or raise the unprecedented get - rich - quick idea. These phenomena are often seen in our drivers not to speak of those for business. Now it can possibly be said that all these resulted from undue humanity education and civil guidance.

It is of course, well known that the educational authorities and schools are taking much pains taking measures to meet the rapidly increasing traffic accidents. But they have to perceive that it is not the very traffic safety education for teachers to guide children on the street. Therefore the school education need to be reflected through realistic demands and for this purpose it needs to be reviewed too how the school education should be controlled and led.

As seen in Table < 4 - 1 >, the excessively high accident rate of age between 6 and 14, awful compared with those of other 6 countries indicates the absence of elementary traffic safety education and also arouses attention on the older generation's safety notion. This does not mean that the law enforcement authority and school are indifferent. They have been making efforts for enlightenment of people on traffic safety by organizing children police as you can see in the summary of Table < 4 - 2 >. This children police is a kind of extracurricular activity with small number. If this sort of atmosphere is essential for traffic safety, the supply of armband, belt, hat

Table(4-1) The Composition rate(%) of Death by age in Traffic accident

Nation Year	France	West Germany	Italy	Netheland	Sweden	British	Korea
	1977	1978	1978	1978	1978	1978	1982
Age							
Under 6	2.6	2.4	1.7	3.0	2.5	2.9	12.6
6 ~ 9	1.9	2.9	2.2	4.0	2.1	3.0	5.9
10 ~ 14	2.8	3.2	3.0	5.0	3.5	3.7	5.1
15 ~ 17	5.6	7.3	5.2	9.1	5.0	8.0	3.1
18 ~ 20	11.6	12.8	7.3	10.7	11.0	12.9	3.0
21 ~ 24	11.7	9.8	7.5	10.7	6.4	9.2	10.1
25 ~ 64	44.1	38.9	47.1	36.8	40.5	37.5	52.9
over 65	16.4	22.7	19.9	20.5	28.9	22.8	1.3

\* 1) Not to reach 100 % in France and Italy by unidentified age

2) The data in Korea is different from others nations by classification of age

Source : national Police Headquarter, traffic statistics in 1983

safety device, and alarm - shistle etc to the children arouses worry that it might bring about sense of incongruity, and eventually deteriorate safety.

It would be better therefore that the regular curriculum deal with these matters rather than by extracurricular activities.

Table (4-2) Number of school for children's traffic police and number of its member

Classi- fication	Total	Seoul	Pusan	Taegu	Kyungki	Kwangju	Chungbuk	Chungnam	Chunbuk	Chunnam	Kyungbuk	
1984	No of school	1,490	305	31	85	141	77	95	92	93	173	254
	No of member	10,501	13,130	546	2,710	3,252	1,479	2,240	1,818	3,161	2,778	5,357
1985	No of school	2,272	305	105	94	254	77	368	227	139	206	250
	No of member	39,567	19,014	4,509	4,039	9,308	1,661	3,880	5,557	1,417	5,612	4,899

Source; traffic statistics of National police Headquarter

The curriculum in school today doesnot seem to be too heavy for children. But another review might be needed for far - sighted national program. We will discuss this matter later in chapter 5

Safety perception cannot emphasized too much. Traffic safety is very important inprotecting our lives and properties. Besides it is a conspicuous barometer of cultural level in a nation.

#### 4. 2 Traffic Safety of Enterprises and Community Prosperity

Enterprises are in themselves concerned with profit and loss. Even though all enterprises whether related to transportation or not, make a lot

of efforts in pursuit of profit, they by nature however completely rely upon the conditions of the community instead of being isolated, like making contribution to mankind in return by means of transportation

Ford too took "social service" as its company ideal. When it was established at first, this Public Relation idea reveals that enterprises have to make contribution towards community by escalating its cultural level in compensation for the profit it has drawn out of society.

The idea of "only my profit" has disappeared long time ago. Today enterprise has to consider how it can render as great service as possible to community. But it is very regrettable that the enterprises in our nation, regardless of their sizes and kinds of occupation do not give any thoughts to traffic safety.

The size of automobiles owned by these enterprises, not to speak of their number, are getting bigger and so, their appearances make lookers feel oppressed moving like a mountain. These cold-hearted enterprises may well be accused by people of leaving things disarranged. Enterprises now cannot coexist with community as long as they make light of the benefit of community. There are many ways in contributing to their community. One of them would be traffic safety movement which plays a great role in protecting people's lives and properties.

The community require its traffic safety as follows.

1. To develop and enlarge the road
2. To pave the road
3. To discriminate between pavement and driveway
4. To enlarge the equipment of traffic safety
5. To develop the thought of traffic safety

All enterprises in community have to cope with the above problems. We often see some organizations exerting their energies for safety through traffic police or green mother's association. But none of them from enterprises has ever been seen. It cannot be considered to be the attitude of traffic safety enlightenment to merely go out to streets reluctantly with pickets in each hand only on particular occasion. Enterprises should make traffic safety force setting an example to others and implement those tasks specified above.

It will also be needed to instruct drivers hired by them how to drive safely. They pour much energy to the elevation of production, quality, and cost price cut down but nothing to safety education. This must be reconsidered strangely they carry out orientation for new workers even for 3 months while drastically no attention on the people who were hired as drivers. Driving is a sort of special job which is performed in a closed place.

All employees of almost every enterprise regardless of size work togeth-

er in a same place but drivers are unhappily separated from them sorking by themselves. Accordingly, the proper education towards drivers are shortcut to future prosperity of community. But enterprise seem to be very indifferent to controlling their own drivers. Concerning the service for community, they don't even have any idea. Under this situation, enterprises should examine their thought on traffic safety and try to settle it down firmly in people's mind.

1. The proprietor, in scribing the fact in mind that all relations with society and people from outside totally lie with him, have to renew the motion of traffic safety.
2. They have to designate the controllers of traffic safety or safety driving as early as possible and have them set up systematic programs to deploy the correct motion of safety in people's mind.

Following should be settled down for traffic safety in daily work by controller as well as practical safety activity placed in a firm saddle

1. Traffic situation should always be precisely understood.
2. Safety problem should always be sought on the traffic spot.
3. The problem found on the traffic spot should be examined and converted to better countermeasure.
4. Evaluation should be applied to the countermeasures practiced once and it's suitability determined.
5. The result of 4 should be analyzed and discussed. If there still be a defect in it, another trial should be made to promote better achievement in safety.
6. Cooperation of community with company's ( or enterprise ) safety program should be sought.
7. Traffic safety activity should be developed steadily for cultivation of community.

These efforts, if continued, will not only promote the safe traffic activity but also enhance the public confidence towards the enterprise, ultimately making profits for the enterprise.

Enterprise should be compatible with community. The least of their contribution to community may be mere support for community schools of service volunteer. But it is not easy to find these kind of support done by enterprises. This happens probably because they have too narrow views in their profit - making. Enterprises in any case, have to realize the value of being as a public organ in a community and duly implement it's obligation. Firm establishment of traffic safety would not be made until all these are successfully carried out.

#### 4. 3 Traffic Safety of Voluntary Service Body and Community Prosperity

The reality is that the government and the people are equally neglectful of reducing the exceedingly high traffic accident frequency which unfortunately take the first place in the world. This indicates, as we can



see in Table < 4 - 3 > that the voluntary service body has too weak constructional unity.

Numerous social organizations are known to exist in our country but very few of them are concerned with the protection of people's lives and properties. And as many training courses opened in this country have never been heard to have handled the topic on taking care of children.

As we " found in Table < 4 - 3 >, we can imagine without trouble how trifling the current voluntary activity for traffic safety is, merely by looking at the number of mothers who are participating in Green Mother's Association in school which barely reach 28675 across the whole country. They say that love and peace always accompany mother. But mother in this country seldom express their love through behavior with a strange humility, which might have played an important part in producing unbelievably small number 16010 of participating mother in Green Mother's Association in Seoul capital where as many people as 10,000,000 reside.

Table (4-3) The voluntary service organization for traffic safety

Classification	Total	Green Mother's association in school	Green Mother's association in enterprises	Mother's Association in woman organization
Total	51,555	28,675	1,193	21,687
Seoul	16,010	16,010	-	-
Busan	964	75	125	764
Taegu	3,897	3,325	305	267
Kyongki	1,383	820	7	556
Kangwon	18,765	953	38	17,774
Chungbuk	863	488	174	201
Chungnam	2,695	1,827	53	815
Chunbuk	499	484	15	-
Chunnam	2,005	1,105	283	617
Kyongbuk	2,483	2,255	25	203
Kyongnam	1,455	797	168	490
Cheju	536	536	-	-

Source; National police Headquarter, traffic statistics in 1984.

Mothers have to take the leading role in development of community. They are usually regarded to have a fixed residence in community and therefore expected to show examples as a chief pusher of community development. But as for traffic safety our mothers are so cold as if there were no alternatives.

Table < 4 - 4 > shows that the traffic accident which occurred at the intervals of 12 min 37 sec in 1970 happened in every 2 min 56 sec in 1984. The diminution of 9 min 41 sec in 14 years is indeed a world record. But mothers still don't even take a glimpse at it. In 1984 people were killed in every 52

min 47 sec being involved in traffic accident. These victims clearly include their lovely son daughter, husband and wife. But mothers are just crying over the death never taking any preventive measures.

Table (4-4) Traffic accident of Human damage

Year	1970		1984		
	Number of occurrence	Required time per accident	Number of occurrence	Corelation to 1970	Required time per accident
Number of Accident	Year 31,260	12 Min	Year 134,335	4.30 times	2 Min
	Day 86	37 Sec	Day 368		56 Sec
Death (person)	Year 3,069	2 Hour	Year 7,468	2.43 times	52 Min
	Day 8.4	8 Min 28 Sec	Day 20.5		47 Sec
Injury (person)	Year 29,431	13 Min	Year 170,377	5.79 times	2 Min
	Day 80.6	24 Sec	Day 466.8		19 Sec

Source: The transportation of Road, March, 1986.

As seen Table < 4 - 5 > the traffic patrol men added to policemen to meet the traffic accidents which is increasing day by day still can't solve the problems satisfactorily. It may be desirable to deploy more policemen and patrolmen as far as national budget permits. But as ever demonstrated, supervision is not the only best way.

Autonomous traffic safety on the streets would leave nothing to be desired. If mothers take their role for this purpose this society would be more bright and traffice safety advanced. The main cause of traffic accident doesn't always lie in business vechle.

Table (4-5) Traffic patrolmen by Regions

Classificaton	Person	Man	Woman
Total	588	515	73
Seoul	336	272	64
Busan	38	36	2
Taegu	41	41	-
Kyungki	60	59	1
Kangwon	19	19	-
Chungbuk	1	1	-
Chungnam	18	18	-
Chunbuk	17	17	-
Chunnam	27	23	4
Kyungbuk	8	8	-
Kyungnam	22	20	2
Cheju	1	1	-

Source: National police Headquarter, traffic statistics, May, 1985.

As in Table < 4 - 6 >, the exemplary drivers throughout the country barely reach 16825 according to the National Police Headquarters, statistical data as of Nov.1985. This means that many problems are hidden in family too. In other words, the indigent circumstances of their families make them have dangerous way of thought like get - rich - quick idea.

The exemplary driver system only for business drivers should be applied to non - business drivers too, so that all vehicle handler may have a common motto of traffic safety which can be a strong back up for voluntary service group.

Anyway, systematized voluntary service is urgent in which all mothers participate. For this purpose mothers have to understand at least speed of vehicle and the law of inertia. Traffic safety through voluntary activity is the very shortcut to development of community.

Table (4-6) The exemplary drivers by Regions

Classification	Total	Security Driver	Best Driver
Total	16,825	3,128	13,697
Seoul	7,430	615	6,815
Busan	1,032	608	224
Taegu	1,524	224	1,300
Kyungki	1,588	123	1,465
Kangwon	592	174	418
Chungbuk	526	168	358
Chungnam	767	236	531
Chunbuk	669	201	468
Chunnam	1,064	211	853
Kyungbuk	714	124	590
Kyungnam	774	163	611
Cheju	145	81	64

Source: National police Headquarter, traffic statistics, November, 1985.

## 5. Curriculum plan for traffic safety

Schools have been deeply worried about the sudden increase of traffic accident, and tried to cope with it. Now it seems the very time that in response to the realistic needs, they have to make their management and teaching scientific and systematic.

In this respect, school education for traffic safety should be the one which increases children's interest in traffic safety and forms knowledge, understanding, attitude, and habit about it so that they could protect other people as well as themselves. So, the target task of traffic safety teaching should be established clearly.

Namely, school teaching for traffic safety should

1. make children understand the change of traffic circumstances and adapt themselves to it in order that they may always act with the safety notion in mind.
2. make children understand the potential dangers that always exist in traffic environment and cultivate the ability and attitude to prevent traffic accidents positively.
3. enable them to understand the traffic regulations, transportation means, road facilities, traffic control signs etc and grow the attitude to participate in activity for safety of community.

From this point of view, it is natural that we come to count more and more on school education for traffic safety. It's because the goal of school teaching is to cultivate necessary habit for healthy, safe, and happy life and it will be desirable to teach it through all kinds of subjects.

If possible, it is the best way to teach it as an independent subject, of course. But it can hardly be expected on present curriculum system, therefore we should instruct traffic safety in every subject and, at the same time reinforce it through special activity or teaching.

And in our present circumstances, there is not at all the facilities for special activity, so we have to make the most use of existing facilities such as traffic park and search for the way to teach from various angles, and develop effective ways positively ( such as setting up traffic control sign on the corners in school ).

#### 5-1 Curriculum Plan For Traffic Safety in Kindergarten

Generally social adaptability is not sufficiently developed in kindergarten pupils. Moreover, considering the current tendency that the age for kindergarten becomes lower, their adaptability should be taken into more consideration.

The most important thing to protect children from traffic accident is to make them familiar with the traffic safety instruction from when they are young. But according to the 442th paragraph of the Education Ministry notification, the curriculum of kindergarten is divided into

1. physical development part
2. emotional development part
3. language development part
4. recognition development part
5. sociality development part

Each goal and content is suggested in every part.

Among them the expression concerned with the traffic safety the third item of physical development part is " to keep and promote physical health, the basic habit should be formed " and among clauses which subdivide its

contents, the last one is " to avoid dangerous things or places ".

Although they are not clear, we can think them to include the problem of traffic safety and the contents is summarized in the following Table <5-1>.

Table(5-1) Kindergarten Education about Traffic Safety

Kindergarten curriculum of the Education Ministry, 1)	Kindergarten teach data of the Korean Research Institute for behavioral science, 2)
* handling appliances and playthings with safety * avoiding dangerous things or places	1. they can handle the plaything 2. they can perceive the dangers in playing ground and avoide them 3. they can understand traffic singnals 4. they can understand the pedestrian rules and observe them 5. they can use daily necessities with safety 6. they can cope with unexpected accidents

Source: 1) Kindergarten Curriculum, The Ministry of Education, 1982

2) Kindergarten teaching data, The Korean Research Institute for Behavioral science, Mar, 1983.

3) The study on the development of traffic Safety Education, Sep, 1983.

From Table <5-1> above, we can find that the notification is insufficient and should be improved. Because kindergarten pupils are young yet, habituate safety attitude and action should be aimed at in kindergarten education of traffic safety. For this purpose, the following goals will have to be accomplished. 16)

(1) Basic Goals

1. They have to be taught to understand various kinds of signals and traffic safety facilities, grow their ability to cross streets safety
2. They have to be taught to understand many sorts of transportation means and be able to use them safely.
3. They have to be taught to understand the duties of those who engage in transportation and have attitude to cooperate with them.

(2) Practical Goals

1. They have to be taught to grow their ability to walk and cross roads with safety.
2. They have to be taught to develop the ability to come and go to kindergarten under the bad weather such as rain or snow .
3. They have to be taught to have the attitude to understand signals, sign boards, traffic rules, traffic sign etc and abide by them.
4. They have to be taught to develop the ability to use transportation means safely such as bus, subway, and trains.

5. They have to be taught to form the habit not to play on the road or by the streets.
6. They have to be taught to have the right ideas about the influences which traffic safety exert on the happiness of family and prosperity of community and nation.

We should have children understand these things through road training or traffic park, not to speak of lesson hours.

Besides, we have to meet the curiosity of children from time to time through movies about traffic safety and form an steady attitude by fixing the memory of childhood. In addition it will be necessary to have mothers participate in these education.

But there are some mothers who can't have times to spare, so it is not desirable to call in mothers too often. And if possible the days of the week will be more convenient because all mothers can participate.

#### 5-2 Curriculum Plan for Traffic Safety in Elementary School

Elementary school is more than just an education institution. At least, it forms the basis of national education for the far-sighted national policy, and so, it should be aimed at in elementary school education that the children can understand the basic rules of traffic safety and deploy their future in right direction by keeping them.

We are not simply thinking of a means of education on elementary school. At least it forms a foundation for a national policy program. They get to take lessons in the principle of traffic safety and set up a goal of safety education in elementary school.

Elementary curriculum is in force notification of the Ministry of Education number 422 and national text. The outline is as follows.

##### (1) The morality course

It sets up a goal of understanding about right social life and follow traffic attitude for necessary basic order. It gets to take lessons in the followings.

- 1 Grade 1. To take care of safety.
- 2 Grade 1. To wait one's turn where gather people.
- 3 Grade 2. To keep the rules.
- 4 Grade 4. To take care of one's health and the others.
- 5 Grade 4. To keep the public morals.

##### (2)

- 1 Grade 1. The rules of attending school and back to home.

- 2 Grade 2. To keep the regulations on community life.
- 3 Grade 2. A policeman who works hard for keeping our fortune, our life and our health protection.
- 4 Grade 2. The reason which live a safety.
- 5 Grade 3. To keep the rules in our villages.
- 6 Grade 4. The relation of between traffic and our life.
- 7 Grade 5. To keep the security and public order.

(3) The physical training course

We teach the basic physical technique and physical strength and have a goal to learn the basic knowledge for necessary healthy life.

- 1 Grade 1,2. Life safety on a playground and a school district.
- 2 Grade 3,4. Knowing the method of safe life and its practice.

We have gone nearly all through the list of traffic safety in elementary school. In Grade 5,6, they suggest a goal that students can cultivate a habit of the basic knowledge in health and safety.

To sum up the safety education and safety traffic education in elementary school, we have an unsatisfied feeling nearly in nearly all the elementary school. We have the following faults.

First, we have an unsatisfactory education on traffic safety. Today, the traffic problems became an object of public concern. Also in order to prevent traffic accident, we pose a traffic safety education from elementary school. Second, we are in great necessity the systematic education about traffic safety.

In the light of the importance on the traffic safety, traffic curriculum draw up a reasonable and sytematic education curriculum. In the light of the facts, the improvement plan is as follows.

(1) Basic Goals

1. They should understand the traffic safety by us and teach how to use traffic transportation on safety.
2. They should understand the reason of traffic accidents and can prevent traffic accidents.
3. They should understand people who strive for safety traffic and follow traffic attitude for safety traffic through cooperation.

(2) Praticice Goals

(A) Grade 1,2

1. To understand a road way, a sidewalk and a traffic mark correctly.
2. To understand the essence of traffic accidents and teach the injury from traffic accidents.
3. To understand and cooperate the traffic safety campaign.

(B) Grade 3,4

1. To teach an ability to use traffic transportation.
2. To teach a case study of traffic accidents for safety.
3. To be ware of traffic safety attitude and method by oneself.

(C) Grade 5,6

1. To understand the essence of traffic transportation and to use them
2. To understand the traffic problem in process of socialization.
3. To keep an ability to serve a senior or a community society through

And also we get to take lessons in traffic education from traffic-safety-public-cooperation. We are very emphatic one thing of traffic problems. Not the object of investigation study on special area, we make a total traffic safety plan covering the whole country the safety education curriculum and make a foundation to establish the traffic safety plan at elementary curriculum.

### 5-3 Curriculum Plan for Traffic Safety in Middle School & High School

The middle school has good reason to regarded as a formative period in every aspect because the education mostly lies in ability development of human-being while that in elementary school is primarily based upon character building. But unfortunately, there is not firmly established ability development course which is able to satisfactorily deal with how to efficiently cope with highly civilized societies and the changes of industrial societies. Especially those courses that are characteristic of searching out human-being as it ought to be among today's mammonish societies pay little need to safety notion.

In fact, the matter of traffic safety is treated as a mere social phenomenon in middle school curriculum nowadays, that is, it has not yet been introduced as a task of education.

The first chapter of morality course named " I and Society " in first grade of middle school deals with seat offering to old people in buses, this is a little far from traffic problem we inevitably confront these days. Other chapters only slightly touches on traffic control, crosswalk and the order of passengers. In second grade, " Traffic congestion and subsequent accident " are placed deep in the corner only a very little. In third grade, sense of duty towards occupation is dealt with only for better understanding of bus drivers.

The " Urban Problem and Improvement " in one of other subjects of third grade reveals that our societies is involved in serious traffic congestion caused by the rapid increase in it's volume and freight to transport. But the



truth is that it neglects explaining the nature of traffic and presenting instances of traffic accidents for their effective countermeasures which middle school students should necessarily understand. This negligence should be put to right as soon as possible. Now we have to realize that traffic is not only a mean of transportation but more significantly connected with human lives and properties.

As for high school, there was no safety education in its curriculum until the 305th order of Education Ministry was issued and practised, but even the newly made " safety chapter " in the text book of physical training course by the directive gave only a few lines of a page to traffic problem with a title of " Accident disasters and Prevention ". The chapter was almost wholly filled with 1) accident disaster and the cause 2) family accident and the preventive measure 3) labor disaster and the preventive measure, and emergency measure, giving only 2-3 hours of class to " Traffic accident and the preventive measure. We can possibly say that it is almost impossible to learn the nature of traffic with this kind of high school curriculum.

Inadequate physical or mental growth in boyhood often bring about unrest and fear complex in social life afterward. Under the prevailing social system of mammonism, it is very important to inspire correct notion of this society into the younger generation by proper curriculum. More than a vocabulary of foreign language or mathematic formula, they have to pursue the human nature, by which they acquire the essence of social life.

For this purpose, following should be arranged. Considering current educational system, vocational high school is separately treated, but it does not mean anything.

(1) Middle school

1. The nature of traffic safety.
2. The safety pedestrian.
3. Public morality on road and its observance.
4. Case for cause of traffic accidents.
5. The establishment of thought for taking serious view of human life.
6. Traffic laws and regulations.
7. The measures for traffic safety of developed society.
8. Social subject for traffic safety.

(2) High school

1. The development of thought for precious human life.  
The importance of traffic means, human-being life, traffic safety and social development, etc.
2. The analysis of traffic accident.  
The present situation of traffic accident, the type of traffic accident, pedestrian's mistake, driver's mistake, automobile maintenance, etc.
3. The traffic safety of pedestrian.

Keep to the left. The development of ability for reaction control, etc.

4. The development of driver's ability.

The observance of traffic laws and regulations.

5. Social subject for prevention of traffic accident safety facilities, safety education and development, insurance and responsibility of community, etc.

(3) Vocation high school

1. Working on the road.

Keep to the left, when working in the night, working in the unseasonable weather, group working, etc.

2. Crossing road.

Pedestrian crossing, crossing slope, signal mark, railroad, etc.

3. Safety accident of automobile, etc.

Safety mark, taking and getting off the car, structure and function of automobile, maintenance, laws and regulations of automobile, driving, etc.

4. Accidents of automobile.

Structure and function of automobile, observance of traffic safety, maintenance, driving, etc.

In advanced countries like America, they keep a course of driver's license acquisition as a extracurricular procedure to bring up suitable society members by inscribing automobile structure and safety attitude in their minds. In other words, driver of humanity is made through school education. So automobile culture in America has firmly took its place as a social function by virtue of correct notion of traffic.

But in our country, on the contrary, correct knowledge on driver is hardly acquired through school education. Therefore driving job is often thought to be despised while owner of automobile turn blind eyes to traffic rules in hypocritical privilege. This miserable reality must be improved by implementing better educational system.

## 6. IMPROVMENT PROGRAM OF CIVIL TRAFFIC SAFETY EDUCATION

Education related to driving, whether before or after obtaining driver license, must be aimed at safety. Actually, nowadays, negligence of school education on safe driving more often than not, leads to the distorted thought that traffic education is exclusively for license obtaining. 17)

1. Rule of individuality should be established.

2. Rule of spontaneity should be established to stimulate one's desire.

3. Rule of consistency should be established so that correct attitude

or idea on safe driving might be formed through self disciplining.

4. Rule of synthesis should be established to back up character formation of driver.

These four indispensable items to traffic safety education, to tell the truth, are not carried out in this country.

Therefore, non-government organizations which is in charge of social education have to have a new understanding of the seriousness of traffic safety and stand in the vanguard of educational system improvement. In modern society, traffic circumstances change day by day. So it would not be meaningless to discuss the function of social education that could slow down the changes.

#### 6-1. Traffic Safety Development Plan of Public Corporation

There are driver's schools for the people who want to obtain license but no particular educational institution for the people who already acquired license. Besides, it is evidently something to be reconsidered that enterprises in this country maintain no educational facility or system for newly employed drivers.

As referred to in the beginning, it is obviously a mistake that drivers do not receive any prior orientation to working while other workers, even if they are college graduates, take 3 month-long orientation before beginning work.

So public corporations must find out the most efficient way to promote safety education. One of them would be to have those who want to get a job as a driver take a period of traffic safety education given by public corporation and to give chances only to the people who completed this course.

Driver employment method of our country rely on individual screening and consequently driver's career or safety ability is seldom taken into consideration. It may be because of the contemptuous treatment of society towards drivers that they sink to "get-rich-quick" idea torturing themselves.

Accordingly it is very much desirable that the job seekers for driver have to complete regular safety education given by public corporation.

Following should be considered for the curriculum of this education.

1. Driver's sense of duty towards society, and morale.
2. Discovery of bad habit while driving, and the counter measure.
3. Adjustment of family, workplace, friends, recreation, and other circumstances.
4. Revised regulation and performance and handling of new models.
5. Road conditions and pertinent driving skills.

Characteristics of vehicles and maintenance need not be treated here in this education. The most important content is social mission concerned with safety and incentive to safe driving. Public corporation is known all over the world to register employee or recommend job-seekers to enterprise.

Public corporations also should give old drivers additional education to prevent their loosened safety notion from becoming chronic, and supply 1 new information 2 skill improvement 3 correction of default.

Present public corporation is excessively inclined to formality and technics. Compulsory classes or camp education only make them recoil. Traffic safety education should be led in incentive way so that they voluntarily realize it and learn.

Under present conditions of our country, the only institution which can afford to take charge of traffic safety education and most effectively carry them out is public corporation.

#### 6-2 Activation and Systematization Plan of Public Welfare Body

As you can in table<4-3> the number of public welfare body today is at most one. Green Mother's Association looks to have been organized under the compulsion and it is made up of very small number and weak organization.

It can hardly be understood why men pretend not to have anything to do with voluntary public welfare group of traffic safety, ascribing all to women. Mountain climbing club, fishing club, and other clubs for recreation have a lot of room to spare with traffic safety enlightenment. It is not because they have no time or have too much work to do. Then why can't they? It is probably because they don't know what traffic safety is and what voluntary public welfare body means. We have to systemize these groups as well as increase its number for socialization of traffic.

To establish and support these groups systematically, following need to be considered.

- (1) to allow the people organize public welfare body only who completed the education given by "House wife Traffic safety College which is opened for this purpose"
- (2) each enterprise or institution have their employee to make small group and participate in the public welfare in turns.
- (3) each college organize public welfare group and devise good way to systemize traffic safety.

Public welfare group established in each region should be unified into larger scales ultimately throughout the nation. And automobile manufacturer, large transportation enterprise, and insurance company jointly give financial

support, besides government awards prize to men of merit to induce sense of fruit and pride. This would be the best way to root down traffic safety in people's mind.

Now we have to proceed to implementation beyond claiming.

6-3. The plan of improvement and utilization for Research Institute

Concluding all our investigation, there is no institution exclusivel related to traffic safety. The number of passenger car, bus, cargo truck reaches up to 1,149,688. The number of passenger car is presented in Table (6-1). The number of license holder class 1 and 2 as of late in

Table (6-1) The number of Automobiles (April, 1986)

Classi- fication	Sedan			Bus				Truck				
	G	P	C	G	P	C	계	G	P	C	계	
Seoul	3,612	270,150	37,099	310,891	993	35,630	9,757	46,380	2,049	87,849	17,428	107,326
Pusan	694	89,599	12,114	52,317	220	8,834	2,851	11,905	851	32,813	6,904	40,568
Taegu	322	27,134	6,135	33,956	97	6,440	1,520	8,057	504	26,432	3,670	30,606
Incheon	291	11,610	3,192	17,733	61	1,207	877	5,145	234	13,908	2,750	16,892
Kyungki	782	26,104	8,270	15,202	225	11,932	5,411	17,598	1,352	47,694	8,159	57,205
Kangwon	170	7,781	3,711	11,928	163	2,361	1,736	4,263	769	12,144	3,175	16,388
Chungbuk	275	6,519	2,491	9,315	102	2,034	1,205	3,341	457	10,675	2,429	13,561
Chungnam	167	16,118	6,017	22,602	162	4,615	2,411	7,188	859	23,328	4,359	28,546
Chunbuk	358	8,683	3,531	12,552	129	2,735	1,502	4,366	667	15,079	2,850	18,596
Chunnam	627	14,028	6,286	20,941	235	4,364	3,219	7,818	832	22,337	5,129	28,298
Kyungbuk	481	12,007	3,432	15,923	195	4,856	2,567	7,618	971	25,315	3,602	29,888
Kyungnam	510	19,608	6,776	26,924	162	5,732	3,810	9,704	944	29,841	4,944	35,729
Cheju	132	2,882	1,078	4,092	49	693	748	1,490	243	5,912	651	6,806
Total	8,678	475,026	100,702	584,406	2,793	94,436	37,644	134,873	10,732	353,627	66,050	430,409

\* G : Government P : Private C : Commercial

Source : Transportation of road, July, 1986

May 1986, as seen in Table(6-2), reaches up to 4,318,862. It is quite disappointing that there is no traffic safety institution despite this enormous number of automobiles. In the Table (6-1), special car 16,189 and two wheeled car 729,950 were counted out. So actual number would be more than the presented number above.

Table &lt;6-2&gt; The number of driver's license holder

(1986.5.31)

Classi- fication	Total	Class 1				Class 2			
		Large	Medium	Small	Special	Medium	Small	Special	Cultivator
Total	4,383,982	107,796	12,433,911	1,667	67,911	799,856	23,990	-	675,331
Seoul	1,415,767	119,751	649,713	532	21,682	527,642	4,716	-	91,701
Pusan	339,192	38,419	211,228	327	9,603	15,632	1,969	-	31,714
Taegu	231,977	27,963	178,304	-	4,653	19,783	1,212	-	50,362
Kangwon	113,188	15,080	78,635	2	1,191	3,993	800	-	11,187
Kyungki	658,983	73,405	447,940	110	11,018	11,498	2,015	-	79,997
Chungbuk	131,329	13,479	73,031	-	2,730	5,429	800	-	36,100
Chungnam	274,291	23,182	160,805	11	2,712	12,391	1,777	-	73,386
Chunbuk	162,331	15,165	94,194	2	1,688	2,976	1,702	-	10,966
Chunnam	257,619	25,586	175,106	-	3,126	5,600	1,535	-	16,866
Kyungbuk	303,121	23,502	165,602	32	5,212	8,621	2,099	-	97,753
Kyungnam	295,940	26,910	166,059	25	3,979	21,852	1,791	-	72,575
Cheju	52,088	5,054	32,964	26	288	1,179	313	-	12,261

Source : The transportation of road, July, 1986

We expect insurance companies to consider traffic safety institution for scientific prevention of traffic accident, giving up just paying insurance money to accident victims.

If the institution established, it needs to make the most of existing facilities and experts in this field scattered in each college as well as setting up standing researcher group. Experts in colleges would be encouraged by this too.

The terrible world record of traffic accident rate will withdraw from us if we steadily continue to solve the problems one by one and establish

## 7. Conclusions

Based on the above research findings, today the crux cultural society has been realized by the transportation which contributes to promoting of human well-being (prosperity) and equalizing with communities.

First we have to realize the main fact of traffic affairs is to on the safety in a single line of the correlative concept within road-auto-man as well as rapidity, mobility facility, pleasatness and economical efficiency we desire.

The following conclusions have been drawn based on a principle of traffic safety standing on the base of the enlightenment and resettlement of all people's safetu thoughts:

1. The education on traffic safety as a school curriculum could be set up

- at an early stage;
2. The social idea on the traffic safety could be developed by spreading social activities voluntarily for it's safety;
  3. Traffic safety as an ability for life could be built up under the support of scientific research;
  4. Traffic circumstance could be kept up merrily by a way of eliminating the error - making factors at all the traffic places;
  5. The system searching of the original cause of all accidents to be connected closely could be prepared;
  6. A device on the weighting penalty giving those who make a traffic accident repeatedly caused by the similar factors could be found;
  7. A scientific management system on the computation could be got ready based on a statistical method;
  8. In a view of national dimension, traffic safety management organization could be constituted.

The concrete study on a curriculum table regarded as an insufficiency in the research design could be supplemented to the coming study. pertinent institution on the other hand.

Every traffic accident has its own cause which rational and scientific research can find out. The shortcut to settling down traffic safety and spreading out its correct notion is that everybody cooperate with one another in collecting idea.

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34 李根熙

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