Headquarters
United States Forces Korea
Unit #15237
APO AP 96271-5237

United States Forces Korea
Regulation 190-1

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Military Police

MOTOR VEHICLE TRAFFIC SUPERVISION

***This regulation supersedes USFK Regulation 190-1, dated 10 May 2012.**

FOR THE COMMANDER:

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Summary. This regulation prescribes policy and procedures for motor vehicle traffic supervision and gives further guidance for Motor Vehicle Traffic Supervision in the Republic of Korea (ROK).

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

Applicability. This regulation applies to all persons who operate:

a. A motor vehicle on a United States Forces Korea (USFK) installation/garrison.

b. A Status of Forces Agreement (SOFA) registered vehicle off military installations (which includes all USFK personnel, military and civilian).

c. United States (US) Government vehicles anywhere in the ROK.

Supplementation. Commanders will not supplement this regulation without USFK (FKPM-LE, Unit #15237, and APO AP 96271-5237) approval.

Forms. USFK forms are available at https://8tharmy.korea.army.mil/g1/forms-archives.asp.

Records Management. Records created as a result of process prescribed by this regulation must be identified, maintained, and disposed of according to AR 25-400-2 (Army Records Information Management System). Record titles and descriptions are available on the ARIMS website at https://www.arims.army.mil and under USFK Regulation 923.1.

Suggested Improvements. Users are invited to send comments and suggested improvements on DA Form 2028 (Recommended Changes to Publications and Blank Forms) to the USFK Provost Marshal (FKPM-LE), Unit #15237, APO AP 96271-5237.

Distribution. Electronic Media Only (EMO).

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Chapter 1
Introduction

1-1. Purpose
The purpose of this regulation is to clarify contents of Army Regulation (AR) 190-5/The Office of the Chief of Naval Operations (OPNAV) 11200.5D/Air Force Instruction (AFI) 31-218(I)/Marine Corps Order (MCO) 5110.1D/Defense Logistics Agency Regulation (DLAR) 5720.1, specific to the Republic of Korea (ROK) and to provide further guidance for motor vehicle traffic supervision in the ROK including:

a. Granting, suspending or revoking the privilege to operate a motor vehicle.

b. Registration, deregistration and/or disposal of a motor vehicle.

c. Administration of motor vehicle registration and driver's performance record.

d. Police traffic supervision, traffic laws, regulation and USFK traffic code.

1-2. References
Related publications and required forms are listed in appendix A.

1-3. Explanation of Abbreviations and Terms
Abbreviations and terms used in this regulation are explained in the glossary.

1-4. Enforcement
This is a punitive general regulation. Personnel who violate this regulation may be subject to action under the Uniform Code of Military Justice (UCMJ) and/or adverse punitive or administrative actions authorized by law and regulation. Violations of this regulation will be referred to the appropriate Commanders, Directors and/or sponsoring agencies. The Commanders, Directors and/or sponsoring agencies will consult with their servicing Judge Advocate or the Civilian Personnel Activity Center (CPAC) and/or the Assistant Chief of Staff for Acquisition Management, USFK, when civilian employees or contractors are involved.

1-5. Responsibilities

a. The Commander, USFK, will ensure that the licensing of operators and the registration of government and privately owned motor vehicles are accomplished in accordance with (IAW) the ROK-U.S. SOFA.

b. Component Commanders will ensure USFK military personnel, civilian components and family members comply with this regulation.

c. The Chief, Joint United States Military Affairs Group-Korea (JUSMAG-K), will ensure that JUSMAG-K personnel, including civilians and family members, are licensed and their Privately Owned Vehicles (POVs) are registered IAW U.S. Embassy instructions.

d. The USFK Area Commanders will -

(1) Provide POV/PTD registration offices, mechanical safety inspection facilities and driver's license examination stations.

(2) Provide a continuous traffic safety program to include establishing a remedial driver's training program specific to driving conditions in Korea.

(3) Acquire decals required by this regulation from USFK PMO (FKPM-S).

(4) Determine the disposition and storage of abandoned and unclaimed POVs/PTDs and establish disciplinary measures to prevent USFK members from violating the regulation in regards to POV/PTD disposal. Also, establish procedures to reimburse the government for POV/PTD storage and disposition.

(5) Designate an enclosed area on the installation/garrison that can be secured by lock and key for an impound lot to be used for storage of abandoned and unclaimed POVs/PTDs.

(6) Develop and manage exception to policy decision procedures for requests to register additional vehicles for personnel not identified in paragraph 3-1a(2).

(7) Ensure that the Installation Vehicle Registry Office (VRO) coordinates with the National Agencies District License Office of the ROK Government on establishing license and seal issuance that are customer oriented.

e. The USFK Provost Marshal (PM) will -

(1) Develop and implement a motor vehicle traffic supervision program within USFK.

(2) Provide USFK staff support to motor vehicle recorders.

(3) Coordinate with national agencies of the ROK Government on matters pertaining to motor vehicle traffic supervision.

(4) Outline procedures for registration and licensing of Non-Appropriated Fund (NAF) and Special Mission Vehicles (SMV).

(5) Procure and provide to the service components all vehicle registration decals required by this regulation.

f. Activity Directors/Unit Commanders of military agencies (to include AAFES, NAF, Morale, Welfare and Recreation (MWR) facilities, Department of Defense Education Activity, etc.) will -

(1) Ensure personnel assigned to their unit maintain liability insurance, register and deregister a POV/PTD IAW this regulation.

(2) Ensure personnel assigned to their unit have a valid USFK Form 134EK (USFK Motor Vehicle Operators Permit) for the types of vehicle(s) operated.

(3) Ensure employees present a local installation clearance record showing proper disposal of vehicles before departing the command (evidence of sale, shipment or other lawful disposition).

(a) Confiscate USFK Form 134EK from their personnel or family members upon termination of employment or status and forward the permits to the issuing driver's testing facility.

(b) Ensure vehicle registrations and license plates are returned to the USFK PMO when the vehicle is sold, salvaged, exported or transferred in country.

g. The USFK sponsoring agency will ensure local and non-SOFA status contractors and invited contractor personnel and technical representatives are aware of the provisions of this regulation.

(1) Local and non-SOFA status contractors and invited contractor personnel and technical representatives are required to be licensed IAW paragraph 2-1 in order to operate vehicles on all USFK installations.

(2) Those USFK activities awarding contracts will ensure the contract(s) reflect the requirements found in paragraphs 2-1 and 3-9. Contractors will brief personnel about individual responsibilities for operation of vehicles on USFK installations.

(3) The requiring or using activity will serve as the sponsoring organization for contractors. Agencies authorized to award contracts will continue to serve as the sponsoring organization when a contractor has multiple contracts with multiple requiring activities.

(4) USFK activities will annotate the requirement to drive Government Owned Vehicle (GOVs) and be issued a USFK 134EK within the statement of work if applicable. The Sponsoring agency must present the contract in order to test and issue the USFK 134EK.

h. The USFK Command Safety Office will -

(1) Maintain a motor vehicle accident prevention program.

(2) Certify and provide oversight of motor vehicle mechanical safety inspection facilities to ensure uniformity and adequacy of USFK motor vehicle safety inspections. Conduct annual inspection and recertification of facilities.

(3) Certify and provide oversight of driver testing facilities to ensure testing is standardized and uniformly conducted throughout the command.

(4) Develop and oversee the online driver's training and testing programs.

(5) Publish a training manual on traffic regulations, road signs and safe driving practices.

(6) Provide guidance and assistance on driver programs as outlined in DODI 6055.4.

(7) If out of country units are deploying or rotating forces into Korea, the USFK Safety Office will be contacted by the elements master driver approximately six months prior to their arrival to Korea concerning pre-arrival testing. The training and testing will be completed online via Joint Knowledge Online (JKO) (see paragraph 2-1f). It should be noted that all deployed forces must possess a U.S. military issued driver's license stamped "Valid in Korea" prior to driving in Korea.

Chapter 2
Licensing

2-1. Licensing and Operating Requirements for POVs

Driving in Korea, and on USFK installations, is a privilege and not a right or entitlement pursuant to employment in Korea or on USFK installations.

a. All USFK SOFA status military personnel, USFK civilian appropriated and non-appropriated employees, and family members of the aforementioned personnel must possess a USFK Form 134EK (USFK Motor Vehicle Operator's Permit) to drive POVs on U.S. installations and Korean roadways UNLESS they possess a current ROK driver's license or international driver's permit (IDP). Military retirees, Civilian retirees, USFK Invited Contractors, USFK third-country national employees, and family members or widows of the aforementioned personnel must possess a corresponding ROK driver's license or valid IDP.

b. All USFK SOFA status military personnel, USFK civilian appropriated and non-appropriated employees and family members of the aforementioned personnel must also possess a valid U.S. state driver's license, ROK driver's license or a foreign driver's license issued by another UN member country prior to obtaining a USFK Form 134EK. It is not required to obtain a USFK Form 134EK if already in possession of a current ROK driver's license.

c. If a foreign driver's license is not printed in either English or Korean, personnel must acquire an International Driver's permit or formal translation of the license into English or Korean prior to issuance of a USFK Form 134EK. This requirement is established in the US-ROK SOFA Agreement and cannot be waived. Information about obtaining a ROK driver's license can be found on the Korean Driver's Licensing Agency's website at http://www.dla.go.kr/eng/main/jsp.

d. The following individuals are authorized to obtain a USFK Form 134EK:

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

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

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

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

(5) Service members E-6 and below and Department of Defense (DOD) civilians GS-4, WG-4, WL-1, NA-4, CC-2 and below and their family members, who reside off-post. Service members must obtain a statement of non-availability from the Housing Office (or any other documentation indicating the SM was command-directed, or received an exception to policy, to reside off-post at government-expense).

(6) Unaccompanied Service Members E-6 and below, who reside on-post and receive an endorsement from the first O-5 in their chain of command. All requests will be approved by the Installation Commander where the Service Member is assigned.

e. The USFK Form 134EK will indicate the type of vehicle(s) the individual is authorized to operate and the type of license/permit authorized.

f. The USFK driver training and testing are available online through Joint Knowledge Online (JKO) (https://jkodirect.jten.mil/). The training and testing is available to service members, DOD civilians and their respective family members. Once an applicant has completed the online training and testing, the applicant will present his/her ID card to a USFK driver's license facility and will then receive an USFK Form 134EK. Testing will still be conducted at the USFK driver's testing facilities for those individuals that do not have access to complete the training and testing online.

g. In order to obtain a motorcycle endorsement (as defined in Glossary, Section II, Terms) on an issued USFK Form 134EK, all personnel must have a valid motorcycle operator's license or motorcycle endorsement issued by a U.S. state/territory or another country. Additionally, all military personnel must also show proof they completed the Motorcycle Safety Foundation (MSF) course or state-approved, curriculum for motorcycle operator's safety training. Operators of motor scooters (as defined in Glossary, Section II, Terms) are not required to obtain a valid U.S. state/territory motorcycle operator's license or motorcycle endorsement.

h. Cadets from the U.S. Air Force, Army, Coast Guard, Naval, other Military Academies or Reserve Officer Training Corps traveling to ROK in Cadet status for specified training shall not be licensed or permitted to operate any type of motor vehicle in the ROK unless in possession of an International Driver's Permit or ROK Driver's license. A command sponsored dependent who is currently enrolled in an institution as a cadet, is authorized to obtain a USFK Form 134EK based on their dependent status.

i. Learner's Permit. USFK Area Commanders designated in USFK Regulation 10-2 who operate a driver's testing facility may issue learner's permits. Learner's permits may be issued to family members (command and non-command sponsored, age 16 years or over), persons subject to this regulation, U.S. Embassy, JUSMAG-K, and Special United States Liaison Advisor Korea (SUSLAK) personnel. The learner's permit will expire two years after the date of issue. The following provisions must also be followed.

(1) Complete USFK written and vision tests.

(2) Show proof of completion of a U.S. State-approved or Area Commander-approved Driver's Education Course. For the purposes of learner's permits only, Driver's Education Courses do not have to include "hands-on" behind-the-wheel driving instruction and can be classroom-only based.

(3) Provide the sponsor's written approval and show proof of required liability insurance.

(4) Individuals who only possess a learner's permit are only entitled to drive on a U.S. military installation during hours of daylight. They also must be accompanied by a USFK Form 134EK holder at all times. The official document for a learner's permit is a USFK Form 134EK marked "Learner's Permit" with the above listed restrictions on the form. A learner's permit will not authorize operation of a motorcycle/motor scooter. Any person issued a learner's permit who violates any of the above restrictions shall have their learner's permit seized and their driving privileges suspended pending an administrative review of their driving privileges by the Area Commander.

j. Chauffeur’s License. Chauffeurs must possess a valid ROK driver's license (installation pass requirements are outlined in USFK Regulation 190-7). Chauffeurs are categorized as either personal or business.

k. School Bus License. Drivers shall not be licensed to drive a school bus or other vehicle transporting school children unless they are -

(1) At least 21 years of age.

(2) Medically cleared by U.S. authorities. The clearance must specify that the driver is medically competent to operate a school bus or other vehicle transporting school children.

(3) Trained in the specialized requirement to operate a school bus.

(4) An experienced driver with at least one year as a licensed driver.

(5) Free from serious traffic violations and not considered a high-risk driver based on repeated traffic offenses.

l. Temporary License.

(1) All SOFA status USFK military personnel and their family members, USFK civilian appropriated and non-appropriated employees and their family members, and USFK technical representatives and their family members who desire to drive in the ROK and who are qualified under paragraph 2-1d, may use a valid U.S. state driver's license or an international driver’s permit as a temporary permit for 30 days after their initial arrival in the ROK to drive POVs on both USFK installations and Korean roadways.

(2) Motorcycle riders may obtain a 10 day temporary license in order to ride to and attend a MSF course if the rider is already in possession of a valid motorcycle operator’s license or motorcycle endorsement issued by a U.S. state/territory or another country. U.S. State or territory of the United States. The 10 day temporary license may be issued five days before the start of the MSF course. If the motorcycle rider is unable to attend the MSF class another temporary license may be issued five days prior to attending a new future MSF course.

m. Renewing and Replacing Licenses. Replacement driver's licenses or learner's permits may be re-issued if they are lost, destroyed, or stolen. A written explanation of the circumstances surrounding the loss will be furnished to the driver’s testing facility. The driver’s testing facility will verify through the local Provost Marshal or Chief, Security Forces (CSF) that the applicant has not had driving privileges revoked or suspended before any replacement license is issued. A replacement driver's license may also be issued to replace an expired license, provided the expired license is presented with the request and it is not more than six months past the expiration date.

n. In the case of individuals who receive an in-country transfer, a valid driver's license issued by the military driver's testing facility at their last duty station will be accepted.

o. The USFK Form 134EK is valid for five years, from the date of issue, for USFK military personnel, USFK civilian appropriated non-appropriated employees, USFK technical representatives and their family members.

p. Exceptions to policy for obtaining a USFK Form 134EK are covered in paragraph 5-2c.

q. See appendix E, for licensing requirements and procedures as it pertains to UNC.

2-2. Licensing and Operating Requirements for GOVs

a. Operators of U.S. Government and USFK NAF vehicles will possess a valid Optional Form (OF) 346 (U.S. Government Motor Vehicle Operator's Identification Card) or the AF Form 2293 (U.S. Government Vehicle Operator Identification Card).

b. Korean Augmentation to the United States Army (KATUSA) and Korean National civilian operators of U.S. Government and USFK NAF vehicles will have in possession a valid OF 346 and a corresponding valid ROK driver's license and special vehicle class certifications.

c. ROK military (except KATUSA personnel discussed in paragraph 2-2b must have in possession either a ROK military license, or a ROK civilian license when operating a vehicle on any U.S. military installation/garrison.

d. United States Air Force (USAF) personnel operating government military vehicles off military installations will have in possession a valid AF Form 2293 (U.S. Government Vehicle Operator Identification Card) or a valid Optional Form (OF) 346.

e. Local and non-SOFA status contractors, invited contractor personnel and technical representatives operating military vehicles must reflect the requirement within their statement of work have a USFK 134EK (USFK Motor Vehicle Operators Permit).

f. Military and state driver's permits issued by agencies outside the ROK are not valid for use in Korea to drive government vehicles. Below are the requirements for out-of-country units on temporary duty (TDY) in the ROK as follows:

(1) A USFK military driver’s license is required prior to operating any tactical, non-tactical, or command lease vehicle in the ROK. TDY units enroute to the ROK need to complete the USFK online driver training and testing on JKO (see paragraph 2-1f).

(2) After the applicant successfully completes the training and testing, the OF 346 or AF Form 2293 will be annotated "Valid in Korea."

2-3. Suspension, Revocation and Administrative Hearings

a. Policy. AR 190-5/OPNAV 11200.5D/AFI 31-218(I)/MCO 5110.1D/DLAR 5720.1 provides DOD policy guidance for suspension, revocation, and administrative hearings. In USFK, suspension and revocation include a prohibition on operating a motor vehicle within the ROK to include all military installations. The Commander, USFK (or designee below) may, for cause, administratively suspend or revoke the privilege of registering or operating a POV. The Commander, USFK, has delegated suspension and revocation authority to the Chief, JUSMAG-K; USFK Area Commanders; Garrison Commanders (O-6 and above). This may be further delegated to the Deputy Commander (O-5 and above) or civilian equivalent (GS-14 and above). Suspension or revocation actions based on serious moving traffic violations and point assessment for other moving violations are covered in the below paragraphs and appendix B.

b. Suspension.

(1) Driving privileges may be suspended whenever an individual consistently violates installation traffic regulations, as determined by the revocation authority. Suspensions will apply to

individuals when other measures such as counseling, remedial driver training and rehabilitation programs fail to improve driver performance. Suspensions may also be used as a temporary measure pending resolution of a revocation hearing. Suspensions will not exceed six months (unless it is being used pending resolution of a revocation hearing). Suspensions will terminate at the end of the specified period and the individual may request through their Commander, supervisor or higher authority, as appropriate, permission to obtain a new USFK motor vehicle operator's permit.

(2) For driving under the influence offenses with reliable evidence readily available, the suspension and revocation authority will establish procedures and designate individual(s) to immediately suspend the driving privileges of suspected subjects pending the resolution of the allegation. This provision will immediately suspend the driving privileges of any USFK vehicle operator involved in a driving under the influence offense on/off post or incidents where the USFK vehicle operator is in physical control of a motor vehicle when their blood alcohol content is 0.03 percent blood alcohol or higher, IAW Korea Traffic Law Article 44 (Prohibition of Driving under Intoxication).

(a) Reliable evidence includes, but is not limited to, witness statements, military or ROK law enforcement reports, chemical test results (if completed), refusal to consent to complete chemical testing, CCTV footage, suspect’s statement, field sobriety or preliminary breath test results.

(b) As of the date of this regulation, 0.03 percent is the ROK law standard (Korea Traffic Law Article 44, Prohibition of Driving under Intoxication).

(3) The revocation authority will immediately suspend the driving privileges of any individual who commits a serious driving offense (an offense assessed at more than three points under AR 190-5/OPNAV 11200.5D/AFI 31-218(I)/MCO 5110.1D/DLAR 5720.1) while awaiting adjudication or administrative due process of another driving offense.

c. Revocation.

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

(2) The revocation authority will revoke all POV and military driving privileges for a mandatory period of one year when they have determined:

(a) The person was lawfully apprehended for driving under the influence, refused to submit to or to complete a test to determine blood alcohol content.

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

(c) The owner of the vehicle willfully or negligently failed to maintain the minimum liability insurance required by this regulation.

(3) The revocation authority will revoke driving privileges for those persons apprehended when driving while already under suspension or revocation, for a period of five years.

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

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

(6) While under revocation, individuals may not be permitted to obtain or use an OF 346. However, see paragraph 2-3i(3) for tactical vehicle exception.

(7) The period of revocation will be computed from the date the original suspension was imposed, excluding any period of time when full driving privileges were restored pending the resolution of the charges. For example, driving privileges were initially suspended on 1 January 2016, for an offense of driving under the influence with a blood alcohol content of .11 percent. A hearing was conducted on 1 February 2016, and privileges were reinstated pending resolution in the Korean courts. On 1 March 2016, the individual was convicted for driving under the influence and his driving privileges were revoked. The mandatory one-year revocation period would be computed from 1 January 2016 through 31 January 2016, and again from 1 March 2016 through 31 January 2017, for a period of 12 months.

d. Notification.

(1) For active duty military personnel assigned within the USFK and civilian personnel under the purview of USFK, written notice of the immediate suspension will be provided to the individual after apprehension and approval of the reviewing officer. Commanders with suspension and revocation authority will establish procedures in order to ensure that a copy of the acknowledged suspension is provided to the unit representative taking custody of the apprehended individual (if applicable), the unit Commander (military), the apprehended individual's supervisor (civilian), the Chief of the servicing Civilian Personnel Office (if applicable) and to the servicing Judge Advocate (military).

(2) Suspension and revocation authorities shall ensure that changes to license status (i.e., suspension or revocation) are annotated in the Defense Biometric Identification System (DBIDS), the USFK installation access control system, and provided to the Area Driver's Testing Office. When a revocation is implemented, it will be peninsula wide. The revocation will include all installations on the peninsula and will be reinstated by the authority that revoked the privilege.

(3) Notices of suspension will contain the following:

(a) Notification that the suspension is immediate upon receipt.

(b) The fact that the suspension includes a prohibition against operating any type of motor vehicle or PTD under USFK Motor Vehicle Operator's Permit anywhere in the ROK (on and off post).

(c) The right to request a hearing within 10 days, in writing, before the hearing officer to determine whether driving privileges should be revoked; whether driving privileges should be reinstated; and/or whether restricted driving privileges, if requested, should be granted. If a hearing is not requested within 10 days, the revocation authority may immediately revoke the individual's privileges.

(d) The right of DOD civilian employees to have a personal representative present at the administrative hearing.

(e) The right to be represented by counsel, present evidence and witnesses, at the individual's own expense.

(f) Notification to report immediately to the vehicle recorder's office and deregister any vehicles registered in the name of the person with the suspended or revoked license. If family members of the person with the suspended or revoked license are in possession of a USFK Motor Vehicle Operator's then the sponsor may request to the suspension and revoking authority the approval to keep a vehicle registered. The revoking authority is the approval authority for such requests.

(4) Area Commanders will establish and maintain procedures to notify the state driver's license agencies of those personnel, whose installation driving privileges are revoked for one year or more, following final adjudication of the intoxicated driving offense or for refusing to submit a lawful BAC (blood alcohol concentration) test. Notification of the state driver's license agency will include sub paragraph (a) and (b) below.

(a) Criteria for revocation of licenses are outlined in paragraph 2-5 above.

(b) The notification shall include the basis for the suspension and the BAC level, if known.

(c) State driver's license agencies addresses are listed in AR 190-5/OPNAV 11200.5D/AFI 31-218(I)/MCO 5110.1D/DLAR 5720.1 or https://dmvnv.com>50_state_dmv_list.html.

e. Hearings. Requested driving privilege hearings will be held by the Area Commander, or their designated representative, as the reviewing officer. Such hearings are administrative in nature and non-adversarial. The Judge Advocate will use such procedures to ensure that the individual's right to notice and opportunity to present evidence are protected. These administrative hearings are used by the revocation authority to determine if there are any additional facts to use in deciding whether to revoke or suspend driving privileges or grant restrictive driving privileges.

(1) A hearing will be conducted within 10 working days of receipt of the request. If a hearing is not held within 10 days, and the individual does not request the delay, the suspension of driving privileges will automatically be lifted until a hearing is held.

(2) Administrative hearings on driving privileges will cover only pertinent issues. Such issues include, but are not limited to those contained in AR 190-5/OPNAV 11200.5D/AFI 31-218(I)/MCO 5110.1D/DLAR 5720.1.

(3) A recommendation will be furnished to the revocation authority from the hearing officer. The revocation authority will render a decision whether to suspend, revoke, restrict, or reinstate within 7 days from the hearing. If no decision is rendered at the conclusion of 7 days, the suspension of driving privileges will automatically be lifted until the decision is rendered.

(4) Suspensions and revocations issued by the revocation authority will become effective immediately upon receipt of the written notification.

f. Appeals. Suspensions and revocations issued by the revocation authority may be appealed. Requests for appeal must be presented through command channels to the revocation authority for consideration within 10 days from the date the individual is notified in writing of the revocation authority's decision.

g. Deregistration of POV/PTD following Suspension and Revocation. The affected person must deregister their POV and properly dispose of the POV unless another member of the household or a hired chauffeur is authorized to operate the vehicle, or if restricted driving privileges are granted.

h. Reinstatement of Driving Privileges.

(1) Driving privileges are not automatically reinstated at the termination of a suspension period.

(2) Persons whose driving privileges were revoked or restricted shall, at the termination of revocation or restriction period, request through their Commander, supervisor or higher authority, as appropriate, permission to obtain a new USFK motor vehicle operator's permit. The Commander will ensure that all required courses (for example, remedial driver training and alcohol education classes) have been completed. The Commander's recommendation and the request will then be forwarded to the approving authority as identified in paragraph 2-3a.

i. Restricted Driving Privileges.

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

(2) Restricted driving privileges will not be granted to any person whose driver's license is under suspension or revocation by a state, federal or host nation court or by an administrative agency. Restricted driving privileges will not be granted to either those individuals apprehended while driving on suspension or revocation, those individuals apprehended while driving outside of previously imposed restriction or those individuals apprehended on a second drunk driving offense. Such denials will not be made until there is an administrative decision rendered by the revocation authority as outlined in paragraph 2-3c on the subsequent alleged misconduct.

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

NOTE: A tactical vehicle is a military vehicle used primarily off the road in support of military operations and training events; it is not a vehicle used for administrative purposes.

Chapter 3
Motor Vehicle Registration

3-1. Registration Requirements and Procedures

a. Registration Requirements.

(1) This section governs registration of a motor vehicle with a USFK motor vehicle recorder and ownership of a duty-free POV within the ROK. Personnel must obtain a written exception to policy in order to register three or more vehicles. This does not include one motorcycle or motor scooter (i.e., personnel may register two vehicles and a motorcycle without an exception to policy). Requests to register a vehicle by SOFA personnel not identified in paragraph 3-1a(2) or for three or more vehicles or more than one motorcycle/motor scooter within a family, must follow procedures set by the Area Commander for an exception policy. Area Commander may restrict registration up to one motor vehicle due to limited parking area or other circumstances that could potentially affect the safety and wellbeing of their personnel.

(2) A POV may be owned and registered by:

(a) Personnel in a command sponsored status regardless of grade with dependents are authorized to register and operate up to two POVs.

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

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

(d) Service members E-6 and below and Department of Defense (DOD) civilians GS-4, WG-4, WL-1, NA-4, CC-2 and below, who reside off-post, IAW paragraph 2-1.

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

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

(3) UNC POV registration requirements. See appendix E.

b. Registration Procedures.

(1) Required documentation. Individuals registering a POV or motorcycle at a USFK vehicle registration office (VRO) must present the following documents:

(a) DOD issued ID Card/valid ID card and any one of the following will verify proof of SOFA STATUS:

- Copy of Orders (for military personnel only).
- Letter of Employment (GS, NAF employees).
- USFK Form 175R (issued to Tech Representatives and Invited Contractors).

(b) Proof of ownership.

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

(d) The USFK motor vehicle operator's permit (USFK 134EK) or ROK driver's license for sponsors, household members, and chauffeurs. When registering a motorcycle/motor scooter,

the USFK operator's permit will reflect authorization to operate a motorcycle or motor scooter depending on the vehicle being registered.

(e) Vehicle safety inspection certificate (Figure F-1) indicating the motor vehicle passed a USFK vehicle safety inspection or a ROK vehicle safety inspection.

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

(g) Invited contractors and technical representatives will register company-owned vehicles in the company's name (Paragraph 3-9a(2)).

(h) Proof of eligibility to register a vehicle IAW paragraph 3-1 (Registration Requirements) or paragraph 5-2 (Exception to Policy) as applicable.

(2) Motor Vehicle Recorders.

(a) Complete three copies of USFK Form 31EK. All information must be verified by examining the documents listed in paragraph 3-8a. One copy of the USFK Form 31EK is retained by the vehicle recorder, one copy is given to the local city hall or province office, and one copy is provided to the registrant. The reverse side of USFK Form 31EK will reflect the official seal of the motor vehicle recorder and the signature of the recorder or his designated representative. A copy of the Power of Attorney (POA), if used, will remain with the local vehicle recorder until the vehicle is de-registered.

(b) Complete at least two copies of the USFK Form 207. The original will be given to the registrant upon completion of the registration process and one copy will be given to the ROK government. Registration officials are authorized to require a third copy of the USFK Form 207 for retention in the installation VRO.

(c) Issue the USFK vehicle registration decal.

(d) Ensure POVs are registered only by authorized individuals, copies of exceptions, command sponsorship, joint domicile orders or other orders authorizing registration and shipment of a POV will be attached to the USFK Form 31EK and maintained on file by the installation VRO.

(3) Insurance Requirements.

(a) Proof of insurance is required for registration and the owner must maintain insurance for the period the vehicle is owned.

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

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

(4) Installation access documents. Individuals must submit all required access documents granting or requesting vehicle installation access, USFK Form 37EK or DOD ID card. USFK Form

195-EK (Application for USFK Vehicle Registration Decal) must be completed and signed by both the applicant and the request authority (as sponsor).

(5) SOFA member vehicle registration will occur at the installation VRO where the SOFA member is assigned. SOFA member vehicle registration may also occur at the installation VRO where the family members are assigned or are funded to reside, if family housing is not available at the installation where the SOFA member is assigned.

(a) Areas I and II: SOFA member vehicle registration will occur on USAG-Yongsan.

(b) Areas III, IV, V and VI: SOFA members can go to their local City Hall or Department of Motor Vehicles (DMV) Office or installation VRO offices located on USAG-Humphreys, Osan and Camp Walker.

3-2. Registration Policy

a. All POVs accessing U.S. military installations must have a valid bar-coded USFK Vehicle Registration Decal or USFK DBIDS Temporary Vehicle Registration. Vehicle registration does not presuppose authorized personnel access for the driver and occupants. Vehicles found on the installation without properly displayed access documents may be cited or impounded.

b. All vehicle access documents remain U.S. Government property. Security/law enforcement personnel will confiscate expired or improperly displayed vehicle access documents.

c. USFK Vehicle Registration Decals will permit vehicle access in accordance with the DBIDS installation access authorizations of the owner/operator. Locally developed and procured decals are strictly prohibited. Security personnel will not grant access based on such decals and will confiscate the unauthorized decals. Units, commands and activities will not develop or procure decals or other items intended to serve as a vehicle registration decal or document. Area Commanders may authorize supplemental vehicle identification stickers for areas under their control, to further identify vehicles authorized to enter a particular facility.

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

e. Temporary License Plate. Sponsors who receive motor vehicles from port or POV pick up point, purchased, or otherwise legally acquired, will obtain temporary license plates from the installation registration office prior to leaving U.S. military installation or off-installation establishment where obtaining or picking up the vehicle.

(1) Temporary license plates will be valid for no more than 10 days. Temporary license plates may not be transferred to another vehicle. When applying for temporary plates, the individual must present -

(a) Identification card.

(b) Copy of Orders.

(c) Proof of Insurance.

(d) The import document issued at the port of entry, the bill of sale or the release document from the Defense Logistics Agency Disposition Services (formerly DRMO).

(e) Complete USFK Form 31EK (Application for Registration/Cancellation of USFK POV).

(2) Temporary license plates can be obtained from select installation vehicle registration office (VRO) or off-post DMV prior to picking up the vehicle. Individuals will need to show shipping documents, bill of sale or release document from the Defense Logistics Agency Disposition Services (formerly DRMO).

f. Shipment to Continental United States (CONUS) (Temporary USFK Plates). Temporary plates cannot be issued in the ROK or USFK for use in CONUS or other OCONUS locations. Personnel must adhere to the guidelines of the CONUS/OCONUS location in which the vehicle is being shipped regarding temporary plates.

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

h. All motorcycles/motor scooters regardless of size of cubic centimeters (cc's) must be registered at the installation VRO. Motorcycles are not required to have a temporary registration or license plate in order to be operated as above. The import document issued at the port of entry, the bill of sale or the release document from the Defense Logistics Agency Disposition Services (formerly DRMO) can serve as proof of ownership and must be in the possession of the operator until the motorcycle is registered.

i. The installation VROs are responsible for ensuring only authorized individuals register POVs and that only two DBIDS vehicle registration decals (or three if a motorcycle is included with the two vehicles) will be issued. Copies of exceptions, command sponsorship, joint domicile orders, or other orders authorizing registration and shipment of a POV (including Powers of Attorney) will be attached to the USFK Form 31EK. See paragraph 5-2, for exceptions to policy.

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

k. All SOFA POV owners will deregister, or make legal arrangements for deregistration of, their vehicles before permanently departing from this command by reporting to the installation VRO for a vehicle registration clearance check. Vehicle renewal or deregistration will not occur until any outstanding traffic citations or concerns are fully resolved. Citation fines will be paid at the local Korean post office or Korean bank.

3-3. DBIDS Registration

a. Pass and ID/Vehicle Registration Offices will issue a bar-coded DBIDS vehicle registration decal to all vehicles that are authorized access and operation on USFK installations, both SOFA and non-SOFA. Registrars will record the registration information in DBIDS and issue the appropriate vehicle registration decal. All DBIDS vehicle registration and personal information fields must be reviewed and updated whenever a vehicle is registered or reregistered.

b. All U.S. government and ROK military owned or leased non-tactical vehicles (NTVs) that are licensed for operations on public roadways and require access to USFK installations, including transportation motor pool (TMP), GSA, NAF, and unit vehicle fleets, will be issued a bar-coded DBIDS vehicle registration decal. The DBIDS NTV vehicle decal will remain valid as long as the U.S. Government or ROK military retains ownership of the vehicle and the vehicle requires access to USFK installations for the conduct of official business.

c. Contract vehicles may be registered for up to the length of the contract, but not to exceed the contractor's personal access. As such, the vehicle registration decal will expire concurrently with the USFK 37EK, Installation Access Card.

d. Permanent vehicle registration documents will not be issued to a person whose USFK 37EK will expire within 60 days. If the need for installation access exists during this period, Pass & ID Offices may issue a USFK DBIDS Temporary Vehicle Registration. Requesting authorities will make every effort to synchronize the issuance of USFK DBIDS Pass and the vehicle registration documents.

e. Area Deputy Commanders will not approve permanent vehicle registration documents for short-term leased or rented vehicles. USFK Temporary Vehicle Pass will be used for access by these vehicles. Vehicle registration documents may be issued for long-term leases of 6 months or longer.

f. Vehicles properly registered and displaying a USFK vehicle registration decal may be granted access to authorized USFK installations IAW the USFK DBIDS access authorizations of the owner/operator. In order to obtain appropriate vehicle access documents, owners must obtain approval to register and operate the vehicle on USFK installations IAW the provisions of this regulation.

3-4. Safety Inspection Requirements

a. All POVs will undergo a safety inspection before registration. Vehicle Emission Testing will be incorporated as a component of the Safety Inspection. POVs must undergo safety inspection and emission testing every two years IAW USFK REG 201-1.

b. Before an initial registration, POVs must pass a safety inspection conducted at a USFK certified motor vehicle mechanical safety inspection facility or a ROK Transportation Safety (TS) certified vehicle inspection facility off the installation.

c. Vehicle inspection facilities will inspect POVs, IAW appendix F, for general mechanical fitness and safety. Vehicles requiring repair will not be operated except to transport the vehicle to the repair facility and will be provided an inspection certificate stamped "REJECTED". This certificate will show any required repairs and a re-inspection must be completed when annotated deficiencies are corrected.

d. Inspection certificates will remain with the vehicle except to present it to the VRO for re-registration.

e. Non-SOFA member personnel must obtain a ROK Government issued vehicle inspection certificate from a certified facility off post. The DMV offices off the installation will not recognize the inspection certificates from the USFK facilities.

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

g. Vehicles owned by the AAFES-K will be inspected IAW the provisions of the applicable Exchange Service Manual. The Chief of Transportation, AAFES-K, will ensure an AAFES-K Form 6550-8 (Certificate of Inspection), is submitted with each application for initial registration and annually thereafter to the USFK PM.

h. All other NAF-owned vehicles will be inspected by a USFK certified POV inspection facility or servicing Transportation Motor Pool. A copy of the validated Inspection Check Sheet for Non-appropriated Fund Vehicles, will be submitted with the application for initial registration and annually afterwards to the USFK PM.

i. All vehicles (Government and POVs, NAF-owned vehicles) are subject to roadside safety inspections and all other accident prevention measures employed by USFK law enforcement personnel.

3-5. License Plates and Vehicle Registration Decals

a. License Plate Display. License plates, temporary and permanent, will be firmly mounted to the front and rear of the vehicle in the area provided by the manufacturer and will not be bent, trimmed or altered in any manner except as necessary to adequately attach them to the vehicle. No other decal fashioned in the form of a license plate may be displayed on the vehicle.

b. Ownership, Validity and Disposition of License plates.

(1) New license plates may be issued to replace lost or stolen plates or those that have become illegible. The original and duplicate copies of the previous vehicle registration and the illegible plates will accompany the new application.

(2) All motorcycles/motor scooters will be issued a ROK license plate and issued a vehicle registration decal.

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

c. Decals.

(1) The vehicle registration decal will be affixed to the inside of the vehicle's front windshield (driver's side) at the bottom left corner. Only one USFK vehicle registration decal may be displayed. The installation VRO is responsible for removing and invalidating the decals in DBIDS.

(2) On motorcycles/motor scooters without a front windshield, the vehicle registration decal will be affixed to the front of the vehicle where gate personnel can see it as the vehicle approaches a gate.

3-6. U.S. Diplomatic Status Vehicles

a. U.S. Diplomatic Status Vehicles (U.S. Embassy Plates). U.S. Embassy vehicles (Dark blue diplomatic status plates beginning with the numbers "001") with USFK DBIDS vehicle registration

decals are authorized USFK installation access similar to that of SOFA status vehicles. The U.S. Embassy Government Services Office is responsible for verifying the U.S. diplomatic status, registering the vehicles, inputting data in DBIDS, issuing DBIDS vehicle decals, and issuing the plates.

b. USFK vehicle registration decals for U.S. diplomatic status vehicles will expire in conjunction with the DEROS or DBIDS expiration date, whichever is earlier.

3-7. Non-SOFA and Non-U.S. Diplomatic Status

a. Vehicle registration decals may be issued to non-SOFA personnel (e.g., U.S. Military retiree, U.S. Military reservist, widow/widower of a U.S. Military retiree, former spouse of U.S. Military retiree, DOD Civilian retiree, etc.). Non-SOFA and Non-U.S. diplomatic status personnel are not allowed to register more than one vehicle, except DOD military and civilian retired personnel, ROK military families residing within the boundaries of a USFK installation and fleet vehicles (ROK military/contractor vehicles).

(1) DOD military and civilian retired personnel, non-SOFA, may be granted an exception for multiple POV registration by the vehicle registration approval authority for the installation where the vehicles will be registered.

(2) Fleet vehicles will be associated in DBIDS to the company or organization instead of an individual using temporary identification number (TIN). TIN is generated and managed by the USFK Provost Marshal. Submit TIN request memorandum to USFK Provost Marshal Office Security Division (FKPM-S). The request must include the unit/agency point of contact, contract or vehicle use period, reasons for the fleet request (be specific and must include contracting company information, if applicable, purpose of the vehicles, and approximate number of vehicles to be registered).

b. Vehicle registration decals for non-SOFA status vehicles will expire in conjunction with the expiration of the USFK DBIDS Pass for non-DOD personnel, or DBIDS expiration date for non-SOFA status DOD personnel. At no time will the vehicle registration period exceed the expiration of personal access documents for non-SOFA personnel.

c. Non-DOD personnel must obtain their USFK vehicle registration decal from the same Pass and ID/Vehicle Registration Office (VRO) that maintains the original USFK DBIDS Installation access approval documentation. Applications submitted by requesting authorities to other installations will be forwarded to the vehicle registration approval authority for the location where the decal will be issued.

3-8. Temporary Vehicle Registration

a. The USFK DBIDS Temporary Vehicle Registration is the only designated access document for vehicles requiring short-term, temporary access. It will not be used to bypass other regulatory standards. USFK DBIDS Temporary Vehicle Registration will not be routinely issued for vehicles owned or regularly operated by DOD or local national employees, contractors, residents, retirees, or assigned military personnel. Family members/dependents are not authorized temporary vehicle registration or issuance of a USFK DBIDS Temporary Vehicle Registration. The following categories of vehicles may be eligible for temporary vehicle registration:

(1) Visitor Vehicles. Individuals with authorized personnel and vehicle escort privileges may obtain temporary registration for their visitor’s vehicle at an installation visitor center. At the visitor

center, the vehicle owner/operator must present a valid driver's license, proof of ownership (registration), proof of a valid safety inspection, and proof of insurance, for the owner/operator. Upon presentation and review of the appropriate documents, visitor center security personnel, on behalf of the Area Commander, may issue a USFK DBIDS Pass and USFK DBIDS Temporary Vehicle Registration for the period of the visit, not to exceed 96 hours.

(2) Short-Term Rental Vehicle Registration for SOFA Status or TDY Personnel. Installation visitor centers may issue a daily USFK DBIDS Temporary Registration for the installation being accessed to individuals, primarily residents or TDY personnel, who wish to access the installation with a rental vehicle. In order to qualify for this privilege, the individual must meet the grade and status restrictions outlined in paragraph 3-1a(2) to register and operate a vehicle. A valid driver's license, proof of minimum required insurance will be required in order to receive the temporary vehicle pass. Installation Pass and ID/Vehicle Registration Offices may issue the USFK DBIDS Temporary vehicle registration for short-term rentals up to a maximum time period of 30 days.

(3) Personnel whose authorized POV has not arrived or has been shipped from Korea, or whose SOFA licensed vehicle is inoperative or insufficient to meet specific needs such as the visit of an extended family. Individuals desiring a temporary vehicle pass based on these circumstances must present a valid driver's license, and provide proof of insurance in order to receive the temporary vehicle pass from the VRO.

(4) Extended Rental or Leased Vehicles. In cases where contractors, TDY/TAD personnel or military units or agencies use rental or leased vehicles to provide services for the command, VRO's may issue a USFK DBIDS Temporary Vehicle Registration for a period not to exceed 60 days. In order to obtain a temporary vehicle pass in excess of 30 days, a requesting authority must justify the need for the pass to the appropriate vehicle registration approving authority. If approved, the servicing VRO will issue the USFK DBIDS Temporary Vehicle Registration. For rental/lease periods in excess of 60 days, the VRO may issue a USFK vehicle registration decal in lieu of multiple 60 days USFK DBIDS Temporary Vehicle Registration.

b. The USFK DBIDS Temporary Vehicle Registration will be visibly displayed on the driver's side dash of the vehicle at all times. Upon request, USFK DBIDS Temporary Vehicle Registration will be immediately surrendered to law enforcement or installation guard force personnel. If the temporary registration is not properly displayed, the vehicle is subject to citation or immediate towing.

3-9. Registration of Vehicles (NAF, Contractor Owned, and AAFES-K Vehicles)

a. Registration. All vehicles designed for use on the public roads of the ROK and owned by NAF activities, including those acquired through the Defense Logistics Agency Disposition Services (formerly DRMO), will be registered with and licensed by the USFK PM, ATTN: FKPM-LE, Unit #15237, APO AP 96271.

(1) NAF-owned vehicles.

(a) Three copies of the application portion of USFK Form 141-RE (Non-appropriated Fund Vehicle Registration Card) will be prepared, signed by the custodian of the applying activity and submitted to USFK PM. The application will be initiated within 72 hours after acquisition of the vehicle. The USFK Form 141-RE will be reproduced locally.

(b) The original and two copies of USFK Form 141-RE will be completed by the USFK PM and returned with the license plates to the custodian or the designated representative of the

activity requesting vehicle registration. The original of the approved registration will be retained with the vehicle and the fund custodian concerned will retain the duplicate. The additional copy will be retained on file by the USFK PM. Custodians are responsible for protecting the registration, affixing the license plates and ensuring that the license plates are used only for the recorded vehicle.

(c) When NAF-owned vehicles are sold, salvaged, exported or transferred, the Commander, AAFES-K Area Exchange, or appropriate service activity head, will forward the original and duplicate copies of the registration to USFK PM.

(2) Contractor, Company Owned Vehicles.

(a) This section applies only to invited Contractor Company owned vehicles. All requests to register a vehicle in this category must be accompanied by a memorandum approved by a Contracting Officer or Contracting Office Representative (COR) certifying the vehicle to be registered is required as a function of the contract. In lieu of the memorandum for each vehicle, the COR may provide a copy of the contract where the requirement is sufficiently articulated to allow the vehicle registrar to determine proper authority has been granted to register multiple vehicles.

(b) Required documentation for invited contractors to register company owned vehicles.

- Contract number.
- Date of contract termination.
- Number of vehicles authorized by the contract to be registered.
- Number of vehicles currently registered.

b. License plates for NAF-owned vehicles.

(1) License plates for NAF-owned vehicles will be procured by the USFK PMO and will not be locally fabricated or reproduced. The NAF vehicle license plates are not transferable.

(2) License plates will be mounted on the front and rear of each NAF-owned vehicle.

(3) The loss or theft of NAF-owned vehicle license plates will be immediately reported to local military law enforcement, who will notify the USFK PMO within 24 hours. When plates are lost or stolen, the same procedures as required for initial registration of the vehicle will be followed. The new application will be accompanied by the original and duplicate copies of the previous vehicle registration and a copy of the MP report recording the loss or theft.

3-10. Registration of Special Mission Vehicles (SMVs)

Special Mission Vehicles (SMV) are intended for official purposes requiring covert mission support and used by Flag and General Officers (FO/GO), US Military intelligence and Law Enforcement agencies. The Special Mission Vehicles will be registered IAW the procedures established by the SOFA Secretariat, FKDC-SA and FKPM-LE SMV Standard Operating Procedure.

a. The SMV registration includes the issuance of a SMV Toll Pass and Annual Vehicle Registration Decal, issued by the USFK PM. It will include vehicle identification, date of issue and expiration, a serial number and signature of the issuing officer. The toll pass and annual vehicle

registration decal are controlled documents. Loss of a SMV toll pass requires the filing of an official report of loss through the local military law enforcement office. A copy of the report will be forwarded to the USFK PMO.

b. All organizations utilizing SMV license plates will conduct an annual inventory of the license plates. This inventory will be conducted during the month of January. Inventory results are due to FKPM-LE, no later than the last working day of the month. The inventory will include -

(1) Make, model, color and year of vehicle.

(2) Complete vehicle identification number (VIN).

(3) USA or Registration Number.

(4) The SMV license plate number and vehicle registration decal number.

c. SMV toll pass will be renewed yearly and will require a certificate stamp from the installation VRO verifying that all outstanding tickets have been paid. Toll pass will not be issued without verification. Organizations are responsible for all outstanding tickets and must pay these fines once notified by the USFK PMO.

d. All SMV ticket, toll pass violation or other violation is the responsibility of the driver to pay. The use of an SMV does not relieve the operator or occupant of the vehicle from their responsibilities to safely operate the vehicle and to comply with Korea's roads and traffic laws while operating the vehicle.

e. Organizations who obtain and operate SMV's are required to register, re-register and de-register the vehicle with the USFK PMO. Since all SMV's are also U.S. Government vehicles, the vehicle may not be disposed of via U.S. government disposition channels until all tickets or toll expenses are resolved.

f. Once a U.S. government vehicle is registered as an SMV, it will maintain the SMV designation until the vehicle is either de-registered or disposed.

g. SMV vehicle license plates are non-transferrable to any other vehicle and can only be placed on the vehicle assigned.

3-11. Lost, Stolen, Damaged or Destroyed License Plates/Vehicle Registration Decals

a. When the owner of a POV reports the loss, theft, or damage of one or both license plates or decal, the owner must reregister the vehicle.

b. The USFK VROs will not reissue license plates/decals bearing numbers which have been reported lost or stolen.

c. Procedures for reporting lost/stolen license plates/ decals are shown below.

(1) The POV owner will -

(a) Report the incident to the local military law enforcement station and the Pass and ID Office.

(b) Obtain new plates from the installation VRO/off-post DMV where the POV was originally registered.

(2) The Military Law Enforcement station will -

(a) Initiate a police report for all lost/stolen license plates.

(b) Provide an initial copy of the police report to the USFK vehicle registration office where the vehicle was registered and USFK PMO within 96 hours of receiving the report.

(3) The local installation Vehicle Registration Offices (VRO) will –

(a) Verify the requesting individual is authorized to obtain license plates by checking the USFK Form 207 or computer database.

(b) De-register/reregister the vehicle.

(c) Obtain a final copy of the police report for permanent file at the vehicle registration office.

(d) Send a memorandum to the issuing local ROK city or Provincial Vehicle Registration Office. The memorandum will contain the date, time, and location of incident; the POV owner's name, rank, and unit of assignment; and the make, model, year, color, and vehicle identification number. A copy of the memorandum will be permanently filed at the local vehicle registration office.

(e) Ensure that the notification of the lost/stolen license plate/decal is flagged in DBIDS to prohibit its later use to access a USFK Installation.

3-12. Termination of Registration

a. Conditions Resulting in Termination.

(1) The vehicle registrant loses the privilege to possess a duty-free POV. (This includes tour completion, contract termination, contract completion, withdrawal of invited contractor or technical representative status, or termination of the individual’s SOFA coverage, or revocation of driving privileges for more than 1 year.)

(2) Failure to properly register and continuously maintain liability insurance required by this regulation will render the vehicle "not legally on the installation" and may result in the denial of any claim filed for damage to or loss of such vehicle. If registration is terminated for failure to maintain minimum liability insurance, an individual owning an imported vehicle may be authorized to retain the vehicle in Korea during the period of termination. See chapter 5-2, Exception to policy.

(3) The vehicle is stolen, abandoned, lost, dismantled, body replaced with another or vehicle is exported.

(4) Authority to own or operate a POV may be withdrawn for a violation directly related to the wrongful use of a vehicle or the owner’s lack of fiscal responsibility.

(a) Change in status or rank are not grounds to deny continued ownership of a POV.

(b) Loss of command sponsorship due to an in-country move, movement from an area authorized POVs to an area not authorized POVs, divorce or joint domicile of command sponsored personnel does not provide a basis for loss of the right to own a POV. However; for this rule to apply, the SM must have owned and registered the vehicle at the time of the status change (or the vehicle was in shipment by official orders).

b. Cancellation of motorcycle registration. When required by one of the events described above, the sponsor will immediately surrender the license plate, vehicle registration decal and USFK Form 207 to the installation VRO and complete one copy of USFK Form 31EK.

c. Cancellation of POV registration. When required, the sponsor will immediately surrender both license plates and USFK Form 207 (Military Registration and Certificate of Title of Motor Vehicle) (Non Transferable) to the installation VRO. The owner will complete two copies of USFK Form 31EK.

d. Procedures for Termination.

(1) Prior to deregistration or renewal of current registration, installation VROs will contact local Korean Department of Motor Vehicles to ensure the owner's license plates are not associated with any delinquent traffic citations, notices of violation, summonses or judgments by summary courts.

(2) The vehicle recorder will verify disposition by examining the appropriate documents (shipping documents, bill of sale, transfer agreement, receipt from a U.S. property disposal office, police report, etc.) and confirm the POV has been disposed of as stated by the registrant. After verifying USFK Form 31EK, the vehicle recorder will affix his or her official seal, sign blocks 8 and 10, stamp "CANCELLED," forward one copy to the appropriate ROK province office or city hall and maintain the other copy on file.

Chapter 4
Traffic Laws and Regulations

4-1. Operational Guidance

a. In areas not under U.S. military control, the responsibility for traffic enforcement belongs to ROK authorities. The U.S. military law enforcement personnel do not have authority to patrol and issue Armed Forces traffic tickets off U.S. installations. Off-duty or off-installation driving performance; however, is indicative of driving ability and safety consciousness. Therefore, USFK Area Commanders will establish a system of coordination with ROK authorities that facilitates the receipt of information regarding traffic violations and accidents involving persons subject to this regulation.

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

c. The Chief, JUSMAG-K, and USFK Area Commanders will stress the importance of complying with ROK traffic laws when operating a motor vehicle off the installation. When military necessity requires movement of government vehicles that exceed legal limitations or subject public road/highway users to unusual hazards, Commanders will coordinate with the appropriate military transportation movement office and the local U.S. law enforcement agency. The local U.S. law enforcement agency will provide assistance and coordination with appropriate civil law enforcement agencies.

d. SOFA POV owners or operators are responsible for clearing all traffic citations issued by Korean government agencies.

(1) Citation fines will be paid at the local Korean post office or Korean bank, and owners/operators will take the proof of payment to the installation VRO to clear the outstanding ticket from the USFK DBIDS records.

(2) If SOFA POV owners/operators desire to contest a Korean government citation, the SOFA member must coordinate directly with Korean authorities for proper procedures. The SOFA POV owner/operator is responsible for paying the traffic citation fine unless the Korean government agency provides verification that the ticket is rescinded or overturned.

(3) Upon receipt from Korean government agency of delinquent SOFA POV traffic citations, notices of violation, summons and judgements by summary courts, Area Commanders will direct VRO's or law enforcement activities to place the following notice into the DBIDS remarks section: "Outstanding Korean Tickets-hold all actions until cleared". SOFA POV owners/operators having delinquent traffic citations/notices of violation will not be permitted to register, de-register, ship or transfer the vehicle until all fines have been paid and all holds lifted against the POV.

e. Area Commanders will establish procedures to issue DD Form 1408s, Armed Forces Traffic Ticket, to individuals who operate non-Special Mission Vehicle (SMV) government vehicles off the installation and are cited by the Korean government for traffic/parking/speeding offenses. DD Form 1408s issued to operators of military vehicles will be processed in the same manner as tickets issued on U.S. installations in accordance with procedures identified in paragraph 4-6.

f. Organizations using SMVs are responsible for ensuring all outstanding tickets and citations are paid in the same manner as discussed for SOFA owners in paragraph 4-1d. Fines must be paid once notified by the USFK Provost Marshal Office (FKPM-LE). Organizations with SMVs shall retain vehicle dispatch records a minimum of 180 days in order to assess proper responsibility at the time of the traffic offense, while allowing for administrative delays in Korean and U.S. processing of SMV traffic violations.

4-2. Actions in Case of Accidents

a. The driver of any vehicle involved in an accident resulting in injury or death or damage to a vehicle/property will immediately stop at the scene of the accident or as close to it as possible. The driver will remain at the scene of the accident (unless required to transport the injured) until released by the investigating law enforcement personnel. SOFA members are also required to contact the U.S. law enforcement office at the installation of their assignment when involved in accidents on and off the installation.

b. Upon request, the driver will show his driver's license or permit to any person injured in the accident or to the driver, occupant or person attending any vehicle/property damaged in the

accident. The driver will also show his driver's license or permit to law enforcement personnel at the scene of the accident.

(1) The driver will render reasonable first-aid assistance to any person injured in an accident.

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

c. Upon damaging an unattended vehicle or other property, the driver of a vehicle will immediately stop and -

(1) Locate and notify the operator or owner of the vehicle/property and provide your name, address and the registration number of the vehicle being driven. If the operator or owner cannot be located, the driver will contact law enforcement (see next step).

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

d. Immediate notice of accident. When the driver of a vehicle is physically incapable of giving an immediate notice of an accident and there is an occupant in the vehicle, the occupant will give notice (only if the occupant is physically capable).

e. Registrants (sponsors) will immediately notify their insurance company of any accidents involving their vehicles.

4-3. Traffic Accident Investigation

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

b. The U.S. traffic accident investigators occasionally arrive after the accident scene is cleared. This makes it impossible to physically investigate the traffic accident. In these cases, there may be insufficient evidence to determine who was at fault. However, the accident investigator will collect as much information as possible and obtain witness statements in order to prepare law enforcement and traffic accident reports. Traffic accident investigation reports will conform to AR 190-5/OPNAV 11200.5D/AFI 31-218(I)/MCO 5110.1D/DLAR 5720.1.

4-4. Chemical Testing Policy and Procedures

a. Chemical analyses are valid under provisions of this regulation when tests of blood, urine or other bodily substances are performed according to methods prescribed or approved by the Department of Army Surgeon General or by the designated authority of the ROK (for tests conducted outside military jurisdiction).

b. For chemical tests of personnel involved in fatal accidents, medical authorities will -

(1) Immediately notify law enforcement personnel of any deaths as a result of an accident involving a motor vehicle and the circumstances surrounding the accident.

(2) Examine persons involved in traffic fatalities as soon as practical. An examination must be made when a driver is killed in a motor vehicle accident or involved in the death of a pedestrian. If a family member is involved, the sponsor's consent should be obtained. The examination will include tests necessary to determine the presence and percentage of alcohol or drugs in the body of the deceased.

(3) To the extent provided by law and medical conditions permitting, obtain a blood sample from any surviving operator whose motor vehicle is involved in a traffic fatality. However, persons with hemophilia or a heart condition requiring an anticoagulant will not be administered a blood test to determine blood alcohol concentration.

c. Situations will occur that necessitate assisting host national police in determining the blood alcohol content of an individual suspected of driving under the influence.

(1) When requested, ROK Government authorities should be given immediate access to the suspected driver and provided the opportunity to conduct testing authorized under ROK law if the medical condition of the driver permits. If the ROK conducts testing, military authorities should request the results of the test.

(2) If civilian law enforcement authorities do not request access to individuals suspected of driving under the influence for testing purposes, military authorities will conduct the testing and report the results to the Area Commander or the Chief, JUSMAG-K under the provisions of paragraph 4-8. Test results or a portion of the blood or urine sample may be furnished to civilian authorities upon request. The suspect driver will be informed that failure to submit to or complete a chemical test will result in suspension or revocation of driving privileges and the results of such testing or a portion of a sample taken, may be furnished to civilian authorities upon request.

4-5. Alcohol and Drug Countermeasures

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

b. Enforcement countermeasures include -

(1) Detecting, apprehending, and testing personnel suspected of driving under the influence of alcohol or drugs. This countermeasure includes the use of special patrols and legally coordinated roadblock programs.

(a) AR 190-5/OPNAV 11200.5D/AFI 31-218(I)/MCO 5110.1D/DLAR 5720.1, contains basic guidance on detection, apprehension and testing of intoxicated drivers. Installations are encouraged to use photographs, motion picture or videotapes to document the condition of individuals apprehended for driving under the influence of intoxicants. If motion picture or

videotapes include voice-recording capability, regulations regarding the use of recording devices will be used.

(b) Voluntary breath and bodily fluid testing based on implied consent. The USFK Area Commanders or their representatives will prescribe the type of chemical tests that will be administered.

(c) Involuntary extraction of bodily fluids. Extraction of bodily fluids investigations are governed by Military Rules of Evidence 312(d) and regulatory rules concerning requesting and granting authorizations for searches. Military Rules of Evidence 312(d) clearly documents the authority to draw bodily fluids for evidentiary purposes with the Soldier's Commander - the installation medical facility is only a tool for the administration of the fluid extraction.

(d) Testing at the request of the apprehended person. Law enforcement personnel will make reasonable efforts to conduct the test.

(e) When a person suspected of driving while intoxicated refuses the request to voluntarily submit to or complete a breath or body fluid test, the apprehending law enforcement officer will complete a sworn statement describing the events relating to the suspected offense including the refusal to submit to chemical testing. The mandatory revocation of driving privileges for refusal to submit to or complete a chemical test will not prevent initiating judicial, non- judicial, or administrative action against an individual based on other competent evidence.

(2) Training law enforcement personnel in special enforcement techniques. USFK law enforcement personnel will be trained to properly give the implied consent warning and to properly administer the field sobriety test.

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

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

(a) If the percentage of alcohol in the person's blood is less than .03 percent, presume the person was not under the influence of alcohol.

(b) If the percentage is 0.03 percent or higher, presume the person is in violation of the Korean Traffic Law Article 44, Prohibition of Driving under Intoxication.

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

(3) Installation driving privileges of any person who refuses to submit to or fails to complete chemical testing for blood alcohol content when apprehended for driving under the influence or convicted for other offenses will not be reinstated unless the person successfully completes either an alcohol education and treatment program sponsored by the installation or another appropriate agency. Although programs may be completed, driving privileges will not be reinstated before the expiration of a mandatory revocation period.

e. DOD civilians and their family members, service members and their family members, local nationals, invited contractors and their family members and UNC sending state members and their family members are subject to ROK laws.

4-6. Traffic Supervision

Traffic supervision programs include traffic circulation planning and control, publication and enforcement of traffic laws and investigation of motor vehicle accidents. AR 190-5/OPNAV 11200.55D/AFI 31-218(I)/MCO 5110.1D/DLAR 5720.1, contains the basic guidance for traffic planning, codes and law enforcement principles.

a. Traffic Planning. The USFK Area Commanders are responsible for developing traffic circulation plans.

b. Traffic Codes. The traffic codes are generally consistent with ROK traffic laws and applies both on and off U.S. installations unless otherwise stated.

c. Traffic Law Enforcement Principles.

(1) USFK Area Commanders and the Chief, JUSMAG-K, will establish administrative procedures within the guidelines of this regulation for processing traffic violations. Traffic violators on U.S. military installations will be issued a DD Form 1408.

(2) Reports of traffic accidents and tickets issued to individuals will be forwarded as shown in table 4-1 below. Points will automatically be assessed if no action is taken by the chain-of-command.

Table 4-1
Processing of Traffic Violations

Tickets issued to:	**Will be forwarded to:**
USFK military and family members	Sponsor's unit Commander
DOD employees of USFK or their family members	Unit Commander
JUSMAG-K personnel or their family members	Chief, JUSMAG-K
KATUSA personnel	U.S. unit commander
All Contractors or their family members	USFK sponsor
UNC personnel, other than USFK and DOD civilians, or their family members	UNC Liaison Officer, Secretary Combined Headquarters, UNC Regional Security officer
U.S. Embassy employees and their members	Regional Security Officer, U.S. Embassy, Seoul
Employees of AAFES-K and their family members	AAFES-K General Manager

(3) A copy of all violation reports on military personnel and civilian employees of the U.S. Government apprehended for driving under the influence of alcohol or drugs will be provided to the individual's Commander and installation substance dependency rehabilitation program.

(4) The Commander or supervisor of the violator will forward a report of action to the office of record, where the action will be entered on the individual's driving record. If applicable, the law enforcement agency that originally issued the DD Form 1408, will be notified of the action taken.

(5) USFK Area Commanders and the Chief, JUSMAG-K will determine procedures for disposing of traffic violation cases through administrative or judicial action.

d. Traffic tickets for government vehicles will be collected by the service component POC or FKPM-LE. Any traffic tickets received by FKPM-LE shall be forwarded to appropriate service component POC. Service component POCs are responsible for identifying which unit the government vehicle was assigned to and ensuring the ticket is distributed to the responsible unit Commander according to table 4-1 above for resolution.

e. Parking. Subject to the limitations below, Area Commanders (O-5 and above) are the delegated authority to control parking on their installations.

(1) As a basic principle, existing on and off street parking facilities should be used on a first-come, first-serve basis. When reserved or designated parking requirements are objectively justified, recommend Area Commanders assign priority to POVs of disabled and handicapped personnel.

(2) Reserved spaces for parking priorities described above will be by permit only. All reserved parking spaces, without distinction, will be clearly designated by signs written in English and Korean. As described in AR 190-5, designation of parking spaces by name, grade, rank, or title should be avoided.

(3) Space in parking facilities that cannot be used for automobiles or similar vehicles should be designated for use by motorcycles or bicycles. If not available, motorcycles/motor scooters may use normal parking spaces.

(4) Area Commanders may delegate the control and enforcement of parking on their installations to subordinate Commanders and principal staff. Designation of reserved parking will be determined by each installation commander.

(5) Handicapped parking zones have been established on U.S. military installations within the ROK. To prevent unauthorized personnel from parking in these zones, USFK vehicle recorders will issue handicapped decals to personnel that have a verified permanent physical disability. The privileges authorized by this decal are for parking in marked handicapped zones on USFK installations only and when a handicapped individual is the operator or passenger in the vehicle.

NOTE: Handicap decals issued by USFK vehicle recorders are only valid on USFK installations.

(a) Personnel requiring a USFK handicapped decal will obtain a statement of permanent physical disability, signed and verified by a physician employed by the military, and will present the statement to the local vehicle recorder.

(b) The vehicle recorder will annotate in the remarks section of the USFK Form 31EK that a statement of permanent disability was presented and a USFK handicapped decal was

issued. The handicapped decal will be displayed on the inside of the vehicle's front windshield near the top left corner.

4-7. Traffic Point System

a. General. The USFK traffic point system and application are based on the system explained in AR 190-5/OPNAV 11200.5D/AFI 31-218(I)/MCO 5110.1D/DLAR 5720.1. A person is considered to have committed a violation when so adjudged by the unit Commander, civilian supervisor, USFK sponsor, Chief, JUSMAG-K, United Nations Command (UNC) Liaison Officer, Regional Security Officer or a civilian/military court. In addition, payment of a fine or other forfeiture constitutes prima facie evidence that an offense was committed.

b. Procedures.

(1) For moving traffic violations, reports of action taken are required from Commanders or supervisors. Reports of action taken will be forwarded to the appropriate PM or CSF. Unit Commanders and supervisors do not have disciplinary authority over family members. However, for purposes of the traffic point assessment system, unit Commander and supervisors will make a determination if a family member, service member or employee under their command or supervision did in fact commit a violation.

(2) Normally, administrative processing and disposition of violations will be completed within 30 days from the date the traffic ticket was issued. Armed forces traffic tickets issued to an individual who is assigned (or the sponsor is assigned) to a unit or activity located outside the issuing law enforcement agency's area of responsibility will be forwarded to the PM or CSF within the same area as unit or activity. The receiving law enforcement official will then forward the traffic ticket to the appropriate unit or activity and require a return endorsement.

(3) An inquiry will be conducted to determine if the alleged violation occurred. The inquiry must include notifying alleged offenders of action to be taken and giving violators the opportunity to defend themselves.

(a) If the inquiry determines the alleged offender is at fault, he or she will be given the right to appeal the findings to the next higher authority in the chain of command (or supervisory chain) prior to the submission of the report of action taken. For cases involving non-judicial or judicial action, the report of action taken will not be forwarded until final adjudication.

(b) Points will not be assessed nor driving privileges suspended or revoked if the report of action taken indicates that the alleged violation did not occur and this finding is approved by the Chief, JUSMAG-K, the Area Commander, or the USAF Mission Support Group Commander, or their designees. If necessary, the Commander should consult the servicing Judge Advocate.

(c) When notified of a conviction, payment of a fine or forfeiture of bond for a traffic violation adjudicated by a ROK court, the Installation PM or CSF will assess the appropriate number of points to the driver’s record. The Chief, JUSMAG-K, Area Commander, USAF Mission Support Group Commander and the service member's chain of command (or supervisory chain) will be notified that the military member must attend remedial driver's training (if available) upon the accumulation of six or more traffic points in six months. The local PM or CSF will notify the individual's Commander or supervisor when point assessments are made against the driver's record.

c. Traffic Point Table.

(1) Appendix C identifies the Traffic Points Assessment Matrix for personnel subject to this regulation.

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

(3) Points assessed against an individual will remain in effect for point accumulation for a consecutive 24-month period or until separation from the service/termination of employment. This does not include cases involving immediate reenlistment, change of component, military retirement or continuation of SOFA registration as a civilian employee of the U.S. Armed Forces in the ROK. Extensions of tours by civilian and military personnel do not constitute separation from the service or termination of employment.

(4) AR 190-5/OPNAV 11200.5D/AFI 31-218(I)/MCO 5110.1D/DLAR 5720.1 outlines the Disposition of driving records.

4-8. Highway Condition Codes and Installation Road Condition Codes

a. General. This section establishes criteria for classifying, coding and reporting highway and installation traffic conditions. It also provides instructions for restricting vehicular movements and prescribes procedures for disseminating highway condition information to USFK elements and other interested agencies. Highway condition codes pertain to off-post highways/roadways and are further identified in appendix D. Installation road conditions codes pertain to the overall road network on the installation.

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

(1) Reports will include existing highway and installation conditions and the effect of those conditions on traffic. If red or black highway conditions are reported for main supply routes, alternate routes will be recommended if available. If the basis for the report is a specific obstruction, map coordinates, reason for condition and expected time delay will be included in the basic report.

(2) Local PMs and CSFs will ensure law enforcement desks under their control immediately report highway and installation condition codes to the USFK PM Joint Police Information Center (JPIC) at DSN 755-8082. Following receipt of condition reports, the JPIC will announce changes to area road conditions on the Road Condition Hotline at DSN 755-8077. Road conditions for all areas will also be posted on the USFK website (Go to http://www.usfk.mil/resources, click on the “Road Conditions” link). The Commander, AFKN, will periodically broadcast consolidated condition reports. Dissemination of condition reports will be made on a 24-hour basis as received by the JPIC but may be provided more often during severe weather.

(3) Units using highways will ensure convoy or movement Commanders are informed of highway conditions that affect movements.

(4) The highway condition code for the closest roadway/highway will be posted at installation exit points. The installation road condition code will be posted at installation entry points.

Chapter 5
Provisions, Requirements and Prohibition

5-1. Impounding Privately Owned Vehicles (Motor Vehicles, Bicycles, PTDs)

a. Refer to AR 190-5/OPNAV 11200.5D/AFI 31-218(I)/MCO 5110.1D/DLAR 5720.1, for Standards of impoundment, towing/storage and procedures for impoundment of abandoned vehicles. This section applies to privately owned motor vehicles, bicycles and PTDs.

(1) Abandoning a POV owned by or licensed to a person subject to this regulation in any area under the control of the Commander, USFK, is prohibited. Individuals who abandon their POV also will be in violation of local laws and international agreements regarding disposal of property imported without payment of duties.

(2) Determination about abandoned/unclaimed POVs, their storage and disposition are the responsibility of Area Commanders. The military law enforcement may provide normal physical security support to facilities for storing abandoned or unclaimed POVs; however, they will not be required to operate these facilities.

(3) Military vehicles involved in the following situations will be towed by military wrecker and released to the unit of assignment unless required as physical evidence. The POVs will be towed to the installation impound lot or a site designated by the Area Commander at the owner's expense. The USFK law enforcement personnel are authorized to remove any POV registered under this regulation when:

(a) A vehicle is found abandoned on post.

(b) A report has been made indicating the vehicle has been stolen or taken without the consent of its owner.

(c) The person in charge of the vehicle is unable to provide for its custody or removal.

(d) The person driving or in control of such vehicle is apprehended for an alleged offense and the individual is detained at a law enforcement office pending release to the unit, activity or other responsible agency.

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

- Further, individuals agree to reimburse the U.S. Government for the cost of towing and storage should their motor vehicle be removed or impounded. Existence of the conditions described above will be determined by the Area/Installation Commander or designee.

(e) The vehicle is left abandoned during inclement weather and it causes immediate safety hazards or blocks passage of emergency vehicles.

b. Disposition of Vehicles after Impoundment.

(1) If a POV is impounded for evidentiary purposes, the vehicle can be held for as long as the evidentiary or law enforcement purpose exists. The vehicle must then be returned to the owner without delay unless directed otherwise by competent authority.

(2) If the vehicle is unclaimed after 120 days from the date notification was mailed to the last known owner or the owner released the vehicle by properly completing a DD Form 2505 (Abandoned Vehicle Removal Authorization), the vehicle will be disposed of by one of the following procedures:

(a) Release to the lien holder, if known.

(b) Processed as abandoned property IAW DOD 4160.21-M.

(c) As outlined in paragraph 1-5d, Area Commanders will establish specific procedures for vehicle disposal, government reimbursement for storage and disposition of abandoned vehicles and invoke appropriate disciplinary measures against individuals in violation of this regulation. Area Commanders will coordinate efforts with the Staff Judge Advocate and the Finance Officer to ensure proper notification channels are pursued on those individuals who have left the ROK without properly disposing of their vehicles.

NOTE: Procedures must pertain to both military and civilian personnel to ensure positive tracking and reimbursement to the U.S. Government for expenses incurred.

5-2. Exceptions to Policy

a. Vehicle Registration. USFK Area Commanders are responsible for determining the exception to policy approval procedures for registering any additional vehicles beyond an individual's or family's authorization identified in paragraph 3-1a(1). Also, exception to policy approval procedures are needed for any SOFA personnel not identified in paragraph 3-1a(2), as automatically entitled to register a vehicle. Area Commanders may not approve exceptions to provisions established by ROK law.

(1) In order to obtain an approval determination for an additional vehicle registration, the sponsor must first obtain approval from the first O-6 in their chain of command (or civilian equivalent) in the form a memorandum. Decision determination will be made by the responsible O-6, Area Commander in which the sponsor has their primary residence.

(2) Registration of approved additional vehicles will be in accordance with paragraph 3-1.

b. Any motorcycle/motor scooter registration beyond the number authorized (two vehicles plus one motorcycle or motor scooter) must be processed as an exception to policy. Motorcycles, regardless of engine size, used exclusively for off-road sporting and recreational purposes are not classified as a POV. These vehicles will never be operated on a public street or road.

c. USFK Form 134EK. For individuals who are not automatically authorized to obtain a POV driver's license, an exception to policy for a USFK Form 134EK must be completed. The sponsor must obtain approval in the form of a memorandum from the first O-6 in their chain of command (or civilian equivalent). This memorandum will be provided to the local licensing office and will contain the following: A local police records check to determine any prior criminal offenses with the servicing Military Police administrative section, Air Force Security Forces Reports and Analysis Branch or the servicing local Naval Police Records repository.

d. Exceptions to this regulation that go beyond driver' licensing/vehicle registration requirements or substantially alters the content or intent of this regulation, requires the written approval of FKPM-LE.

5-3. Powers of Attorney (POA)

a. This section applies to person(s) wishing to transfer legal ownership of a vehicle, not the registration process. For example, a spouse wishing to register a vehicle while in/out processing should refer to Chapter 3. Personnel who are unable to dispose of their POV prior to departure may transfer it via POA to an authorized individual only under the following circumstances:

(1) Emergency leave when member may not be returning to the ROK.

(2) Short notice PCS assignments in which notification is 90 days or less.

(3) Humanitarian assignments when notification is 90 days or less.

(4) Member has been court-martialed and will enter confinement.

(5) Member has been medically evacuated to Continental U.S. and will not return to the ROK.

(6) Has a special circumstance not listed above, and has a written exception to policy signed by the first O-6 in the chain of command.

b. The transferee must be authorized to possess a POV. The owner must provide a duly executed POA, and the recipient must register the vehicle with the appropriate VRO not later than 10 days after the effective date of the POA.

c. The VRO will not transfer ownership and allow new registration of vehicles under POA if circumstances do not abide by paragraph 5-3a. The recipient must have a letter from the original owner's unit Commander stating the reason for the POA.

d. The owners must be aware that POAs do not obligate the person to assume ownership, just the possibility to do so. Owners are still responsible regarding ultimate disposal of the vehicle. If the vehicle is found abandoned (because the POA has expired) and the government must dispose of it, the legal owner may be charged under the UCMJ and billed for government disposal costs. (See paragraph 5-3a)

e. The POAs for POVs will only be valid for 90 days, regardless of being properly registered.

Chapter 6
Importation of Privately Owned Vehicles

6-1. Responsibilities

a. Component Commanders will ensure compliance with this chapter.

b. Customs clearance officers, identified in UNC/USFK Reg 190-41, will ensure the ROK customs office's importation declarations for motor vehicles are approved only for those individuals authorized to import a POV.

c. The Customs Division, USFK Provost Marshal Office, APO AP 96271- 5237, will verify documents and the required time remaining in the ROK for the importation of a POV at the owner's expense.

6-2. Prohibition Exceptions

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

a. U.S. military forces or civilian component authorized shipment of a POV to the ROK at U.S. Government expense may import a vehicle. Replacement vehicles may be imported at U.S. Government expense if such actions are authorized in accordance with assignment orders. Replacement vehicles may be imported at personal expense contingent upon proper disposal IAW USFK Regulation 643-2, or the possession of an exception to policy to register and operate three or more vehicles.

b. Invited contractor firms or firms employing technical representatives with SOFA status are authorized to import company-owned vehicles provided such vehicles do not exceed the number of vehicles authorized by the contract. A POV may be imported at personal expense as long as it meets the requirements of the ROK-US SOFA and the owner complies with the registration guidelines established within this regulation.

6-3. Special Requirements

a. All personnel authorized to import a vehicle must obtain a duty free certification, have more than 180 days remaining in Korea and the imported POV must be in port.

b. The customer (individuals/agents/shipping companies) must provide the following documents to a Customs Division field office, located in four locations throughout the ROK:

(1) Government Bill of Lading/Commercial Bill of Lading.

(2) Purchase of Invoice or Bill or Sale.

(3) Vehicle Title, Registration or Certificate of Origin (copy).

(4) Common Access Card (CAC) (no copies).

(5) U.S. Government orders:

(a) Military Permanent change of station orders with unit designation and DEROS (must write date of birth on orders).

(b) Department of Defense Civilians Letter of Employment and U.S. passport (copy of picture and valid SOFA visa/ROK Immigrations stamped pages).

(c) Invited Contractors and Technical Representative Personnel, USFK Form 700-19 A9 Data Report) and US passport (copy of picture and valid SOFA visa/ROK Immigrations stamped pages).

(6) Power of Attorney (if necessary).

(7) Additional documents may be required by Customs Division based upon each unique situation.

(8) A valid ROK, U.S. or SOFA driver's license (if applicable).

Chapter 7
Bicycles, Personal Transportation Devices (PTDs), and Play Vehicles

7-1. Bicycles

a. General. Bicycles are classified under the category of 'Vehicle' according to Korean Law and are required to comply with road traffic regulations that govern motor vehicles. The establishment of bicycle lanes, an expansion of bicycle facilities and other active efforts by local organizations are expected to further increase the use of bicycles.

b. Personal Transportation Devices are powered two or three wheeled vehicles designed to transport personnel but not registered as motor vehicles, motorcycles, or motor scooters. Korean law mandates PTD must comply with the road and traffic regulations that govern motor vehicles.

c. Operators of PTDs should use extreme caution when operating around other motor vehicles. Operators will use bicycle trails and lanes when they are available.

d. Traffic laws apply to persons operating or riding a PTD while on a public roadway, street, bicycle path or any right-of-way under USFK jurisdiction. Operators are required to comply with every rule and regulation on the road, understand the characteristics of the Personal Transportation Device and ride it cautiously to ensure it is a safe means of transport.

e. Bicycles will be registered at the Area Pass & ID Office utilizing USFK form 33-E. The owner will be issued a registration decal which will be permanently affixed to the bicycle.

f. Personal Protective Equipment (PPE) is required when operating a bicycle. Reference Appendix B (USFK Traffic Code) for a list of the appropriate PPE.

7-2. Personal Transportation Devices (PTD)

a. Personnel operating a PTD on a USFK public roadway, street, bicycle path or other right-of-way must pass the standard motor vehicle driver licensing test and receive a USFK PTD Operator's Permit or a separate endorsement for PTD operations on their USFK Form 134EK, USFK Motor Vehicle Operator's Permit. To receive a USFK POV Operator's Permit (USFK Form 134EK) or a USFK PTD Operator's Permit, personnel must take the U.S. Forces Korea Driver Licensing Course and pass the exam on JKO as a prerequisite to licensing. Additionally, service members shall be required to take the USFK PTD resident training course. The course is expected

to last 2 to 4 hours. Personnel shall be required to take training within 30 days of purchasing a PTD.

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

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

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

c. Counseling and Endorsement.

(1) Service members wishing to operate a PTD require counseling and endorsement by a member of their chain of command as designated by the service component prior to being issued a USFK PTD Operator's Permit. Service components shall determine the appropriate level of command for the endorsement.

(2) The USFK endorsement form (USFK Form 190-1P) or service component forms with equivalent information may be used for this requirement.

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

e. Personal Protective Equipment (PPE) is required when operating a PTD. Reference Appendix B (USFK Traffic Code) for a list of the appropriate PPE.

7-3. Play Vehicles

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

(1) Powered or motorized unicycles/monocycles (Ryono, Airwheel or Mobbo), powered or motorized skateboards, hover boards and other powered or motorized devices not equipped with a hand-operated steering device. Play vehicles may not exceed speeds of 20 kph.

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

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

b. Play vehicles are not authorized for use on any public roadways (or bike lanes) located on or off U.S. military installations. Additionally, play vehicles should not be utilized on dedicated bike paths; however, Area Commanders may authorize use of play vehicles on dedicated bike paths based on levels of utilization by bicycle and PTD operators.

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

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

Appendix A
References

Section I. Required Publications

AR 58-1, Management, Acquisition, and Use of Motor Vehicles.

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

AR 385-10, The Army Safety Program.

AR 600-37, Unfavorable Information.

DOD 4160.21-M, Defense Materiel Disposition Manual.

DODI 6055.4, DOD Traffic Safety Program.

Uniform Code of Military Justice (UCMJ) Article 92.

UNC/USFK Reg 190-41, USFK Customs Program.

USFK Pam 200-1, Environmental Governing Standards.

USFK Pam 385-2, Guide to Safe Driving in Korea.

USFK Reg 10-2, Installation Management and Base Operations.

USFK Reg 27-5, Individual Conduct and Appearance.

USFK Reg 190-7, Installation Access Control.

USFK Reg 190-50, Law Enforcement Procedures in Korea.

USFK Reg 643-2, Transfers of Duty-Free Items.

Section II. Related Publications

EA Supplement 1 to AR 600-55, The Army Driver and Operator Standardization Program (Selection, Training, Testing, and Licensing).

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

Korean Road Traffic Act (KRTA).

Section III. Prescribed Forms

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

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

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

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

USFK Form 190-1A, USFK Motor Vehicle Safety Inspection Checklist

USFK Form 190-1B, USFK Motorcycle Safety Inspection Checklist

USFK Form 190-1P, Personal Transportation Device Counseling and Endorsement Worksheet

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

Section IV. Related Forms

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

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

DD Form 788, Vehicle Shipping Document for Automobile Private.

DD Form 1408, Armed Forces Traffic Ticket.

DD Form 1970, Motor Equipment Utilization Record.

DD Form 2505, Abandoned Vehicle Removal Authorization.

OF 346, United States Government Motor Vehicle Operators Identification Card.

USFK Form 192EK, Temporary Vehicle Pass.

USFK Form 195EK, Application for DOD Vehicle Registration Decal.

Appendix B
USFK Traffic Code

B-1. General

a. IAW AR 190-5/OPNAV 11200.5D/AFI 31-218(I)/MCO 5110.1D/DLAR 5720.1. Installation or activity commanders will establish a traffic code for operation of motor vehicles on the installation. Commanders in overseas areas will establish a traffic code, under provisions of AR 190-5, to the extent military authority is empowered to regulate traffic on the installation under the applicable SOFA. Traffic codes will contain the rules of the road (parking violations, towing instructions, safety equipment, and other key provisions). These codes will, where possible, conform to the code of the host nation in which the installation is located. In addition, the development and publication of installation traffic codes will be based on the following:

(1) Highway Safety Program Standards (23 USC 402).

(2) Applicable portion of the Uniform Vehicle Code and Model Traffic Ordinance published by the National Committee on Uniform Traffic Laws and Ordinances.

b. The USFK motor vehicle code is intended to be reasonably consistent with ROK traffic laws. This code applies to all USFK SOFA status military personnel, USFK civilian appropriated and non-appropriated employees, contractors and family members operating POVs or military vehicles.

B-2. Obedience to Traffic Laws

a. Unless otherwise specified, the provisions of this appendix apply to the operation of POVs and government vehicles. The provisions for accident reporting apply to all accidents involving USFK affiliated personnel in the ROK.

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

c. For further clarification of driving laws and regulations in the ROK, contact the FKPM-LE Non-Commissioned Officer in Charge (NCOIC) or local PMO Law Enforcement (LE) desk.

B-3. Violation of License Provisions

Persons will not -

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

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

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

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

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

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

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

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

B-4. Offenses against Registration Provisions
Persons will not -

a. Operate, or knowingly permit to be operated, upon any public road or highway any vehicle required to be registered IAW this regulation unless a valid USFK Form 207 has been issued and license plates issued by the appropriate USFK motor vehicle recorder are properly displayed.

b. Fail to maintain the amount of liability insurance prescribed by paragraph 3-1 (Insurance Requirements) of this regulation.

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

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

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

f. Lend or allow a non-SOFA member to operate a USFK registered vehicle.

B-5. Antitheft Provisions

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

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

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

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

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

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

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

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

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

B-6. Fiscal Responsibility

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

B-7. Authorized Emergency Vehicles

a. Drivers of authorized emergency vehicles may exercise the privileges set forth in this chapter. However, drivers must be responding to a bona fide emergency or in pursuit of an actual or suspected violator of the law. Emergency equipment utilization is restricted to police, fire, Explosive Ordnance Disposal (EOD), and medical emergencies. Vehicles authorized to use sirens and/or flashing lights as follows:

(1) Law enforcement vehicles actively conducting law enforcement duties and responding to emergency situations.

(2) Firefighting equipment, fire chief, and fire marshal vehicles responding to emergency situation.

(3) Ambulances and patient transport vehicles (PTVs) actively responding to emergency situations.

(4) Explosive ordnance disposal response vehicles actively responding to emergency situations.

(5) General Officers (or their equivalent) and above.

b. The driver of an authorized emergency vehicle may -

(1) Park or stand in unauthorized locations when a traffic hazard is not created.

(2) With caution, disregard traffic signals and other control devices, after slowing down as necessary for safe operation.

(3) Exceed the maximum speed limit by no more than 20 miles per hour (MPH) (30 kilometers per hour (KM/H)) as long as it does not endanger life or property.

(4) Disregard orders governing direction of movement or turning in specified directions.

c. The exemptions granted to an authorized emergency vehicle apply only when the vehicle is using a siren and warning lights.

d. The foregoing provisions do not relieve the driver of an authorized emergency vehicle from the duty to drive with due regard for the safety of all persons.

e. The driver of an emergency vehicle will not use warning lights or emergency warning equipment unless there is a bona fide emergency requiring their use. Dispatchers of emergency vehicles will adhere to installation/garrison policy governing the use of emergency equipment.

B-8. Pedestrian Rights and Duties

Pedestrians will obey applicable instructions of traffic control devices unless directed otherwise by law enforcement personnel.

a. Right-of-way in crosswalks.

(1) When traffic control signals are not in place or in operation, a driver must yield the right-of-way and slow down or stop to yield to a pedestrian crossing the roadway within a crosswalk.

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

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

b. Crossing at other than crosswalks.

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

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

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

c. Pedestrians on the roadway.

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

(2) Marching Unit. Every vehicle driver will yield the right-of-way to marching units. Drivers may proceed around marching units with extreme caution at a speed not to exceed 10 MPH (15 KM/H). Drivers will be prepared to execute a prompt stop if any person should move into the path of any vehicle. Drivers will begin the 10 MPH (15 KM/H) limit at a distance 50 meters (165 feet) from unit formations and maintain the speed limit for a distance of 50 meters (165 feet) past the formation. This speed limit applies regardless of the direction in which the formation is encountered.

(3) Headphones, earbuds or other listening devices will not be worn while walking or jogging, on any roadway, bike lane or bike path on U.S. military installations.

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

(5) Sidewalks will be used where provided. Where there is not a sidewalk, pedestrians will walk only on the left side of the roadway or its shoulder, facing oncoming traffic.

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

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

B-9. Driving on Right Side of Roadway, Overtaking, and Use of Roadway

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

(1) When passing another vehicle proceeding in the same direction.

(2) When an obstruction exists which makes it necessary to drive on the left side of the roadway. In this situation, the driver must yield the right-of-way to all vehicles traveling in the proper direction.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

B-10. Right of Way

a. Vehicle approaching or entering intersections.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

B-11. Traffic Signs, Signals, and Markings

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

b. Traffic control signal legend. Whenever traffic is controlled by a traffic control signal exhibiting different colored lights or colored-lighted arrows, successively one at a time or in combination, only green, red, and yellow colors will be used. The lights will indicate and apply to the drivers of vehicles and pedestrians as follows:

(1) Green indication.

(a) Vehicular traffic facing a circular green signal may proceed straight through or turn right unless prohibited by a sign or the traffic situation. A vehicle facing the green signal, supplemented by a green arrow may also proceed in the direction the green-lighted arrow indicates or as directed by official traffic control personnel. If straight-through traffic is impossible by the nature of the intersection, a green indication permits a right or left turn unless a sign prohibits the turn. Vehicles will yield the right-of-way to vehicles and pedestrians within the intersection or an adjacent crosswalk at the time the signal changes.

(b) Vehicular traffic facing a green arrow signal lighted alone, may make only the movement indicated by the arrow. Straight-through traffic is not permitted. Vehicular traffic will yield the right-of-way to pedestrians using the intersection.

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

(2) Steady yellow indication.

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

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

(3) Steady red indication.

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

(b) After coming to a complete stop, vehicles may proceed with caution to make a right-hand turn provided no traffic or pedestrians are intersecting the roadway. Stopped vehicular traffic facing a steady red signal never has the right-of-way when making a right turn.

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

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

(4) If an official traffic control signal is erected and maintained at a place other than an intersection, the provisions of this paragraph apply. Any stop required will be made at a sign or marking on the pavement indicating where the stop is to be made. In the absence of a sign, the stop will be made at the signal.

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

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

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

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

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

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

e. Lane direction control signals. When lane direction control signals are placed over separate lanes of a street or highway, vehicular traffic may travel in any lane over which a green signal is lit but vehicles will not enter or travel in any lane where a red signal is displayed.

f. Display of unauthorized signs, signals, or markings. No person will place, maintain or display any unauthorized sign, signal, marking or device that resembles an official traffic control device, railroad sign or signal. Further, no person will make attempts to direct the movement of traffic which hides from view or interferes with the effectiveness of an official traffic control device or any railroad sign or signal.

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

B-12. Turns, Starts, and Signals

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

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

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

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

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

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

d. Turning movements and required signals.

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

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

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

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

e. Stop and turn signals.

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

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

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

(a) Left turn will be signaled by the hand and arm extended horizontally.

(b) Right turn will be signaled by the hand and arm extended upward.

(c) Stop or decrease speed will be signaled by the hand and arm extended downward.

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

(a) Left turn will be signaled by the hand and arm extended upward.

(b) Right turn will be signaled by the hand and arm extended horizontally.

(c) Stop or decrease speed will be signaled by the hand and arm extended downward.

B-13. Special Stops

a. Signals indicating approach of a train.

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

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

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

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

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

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

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

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

(b) Any vehicle carrying explosives or flammable substances.

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

c. Overtaking and passing school buses or shuttle buses on or off post. Vehicle operators will not pass or overtake a school bus or shuttle bus stopped on the traveled portion of the highway

when the buses are being used to receive or deliver passengers, as indicated by flashing lights or direct observation (unless the bus is pulled over in a bus lane).

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

Note. USFK military vehicles do not have any type of special permission to utilize the high-pass lane without a high-pass device.

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

B-14. Speed Restrictions

a. Vehicle operators will not drive at a speed greater than is reasonable or prudent under road and weather conditions and with regard to the actual and potential hazards. Military vehicle and POV operators will not exceed posted maximum speed limits.

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

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

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

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

f. A warning device (triangle or flares) will be placed on the roadway 100 meters (320 feet) or 200 meters (640 feet) at night to the rear of any traffic hazard such as a disabled vehicle, construction activity on post, or other repair work such as telephone or electrical line. On U.S. military installations where 100 meters is not always practical, warning devices will be placed at a distance where oncoming traffic is warned as they approach the traffic hazard. Flashers may also be used by other motorists to warn of emergency conditions (accident or near the roadway, disabled vehicle, etc.).

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

B-15. Bus Only Lane Restrictions
See USFK Pam 385-2, Chapter 2-4 for complete bus lane definitions.

a. In a number of cities in Korea, there are designated roadways with bus lanes. These bus lanes are either in the center of the roadway or along the far right side lane. Bus lanes are marked

with a blue line and at, or around the bus stops, the roadways are painted red. When bus lanes are active, no unauthorized vehicles may enter the lane except at designated intersections where they can turn across the bus lanes with a green traffic arrow protected left turn) or right at an intersection. Bus lanes may be in effect for 24 hours or for designated times as posted on the bus lanes. If designated times are not posted, then the bus lane should be assumed to be in effect for 24 hours.

b. Bus lanes on expressways.

(1) For Gyeongbu Expressway (Highway #1), the far left lane of this three or more lane divided highway is designated as the bus lane. This bus lane is restricted for the use of buses and vans (nine or more passengers only) that are registered to use the bus lane. Registered vans must have at least six passengers in order to use the bus lane. The bus lane is active from 0700-2100 hours between Seoul and the Osan Interchange in both directions during weekdays and between Seoul and Shintanjin in both directions on weekends and holidays.

(2) During the Korean Lunar New Year and Korean Chuseok Holidays, the Gyeongbu Expressway Bus Lanes are in use from 0700 to 0100 hours (18 hours). This travel restriction is also extended to the northern city limits of Taejon to an area called Shintanjin. These extended Bus Lane restrictions usually start one day before the holiday and continue until the holiday is over.

c. SOFA vehicles are not exempt from any bus lane restrictions, to include van designation and vehicle occupancy requirements. SOFA vehicle operators who violate the bus lane travel restrictions are subject to fines from the Korean government. USFK does not have the authority to exempt anyone from the Bus Lane restrictions.

B-16. Serious Traffic Offenses

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

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

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

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

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

(4) USFK Regulation 27-5 (paragraph 8-2) covers in greater detail, unauthorized activities concerning alcoholic beverages.

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

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

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

B-17. Parking

a. Illegal parking significantly contributes to congestion and impedes the traffic flow on installations. Aggressive parking enforcement will be pursued by the PMs and CSFs through the use of DD Forms 1408.

b. All persons who have registered a vehicle are responsible for the proper use of that vehicle, including parking. Any individual whose registered vehicle has accumulated more than two DD Forms 1408 for parking violations during a 60-day period, may have his/her driving privileges suspended for a period of up to six months at the discretion of the Area Commander.

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

(1) On a sidewalk.

(2) In a crosswalk.

(3) In front of driveways.

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

(5) Within a highway tunnel.

(6) On railroad or streetcar tracks.

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

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

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

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

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

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

(13) Within 30 feet (nine meters) of any flashing signal, stop sign, yield sign or traffic control signal located at the side of the roadway.

(14) Grassy or seeded areas on U.S. military installations unless directed by proper authority.

(15) Stop, park or leave a vehicle in a prohibited area whether the vehicle is occupied or not. An unobstructed passageway opposite a vehicle on a highway must kept empty for other vehicles to pass freely. Also, a clear view of the stopped vehicle must be seen from a distance of 200 feet (60 meters) in all directions. Exceptions only apply to vehicle operators who cannot accomplish this action due to injury or due to the disabled condition of the vehicle.

B-18. Safe Operating Standards for Bicycles and Personal Transportation Devices

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

b. Operators of bicycles or PTDs used during hours of darkness or limited visibility must be equipped with an operational (and turned on) front and rear light. The front lamp must emit a white light visible at least 500 feet (150 meters) to the front. A rear lamp must emit a red light visible from 100 feet (30 meters).

c. Bicycles or PTDs will not be used to carry more persons at one than the number for which they are designed and equipped.

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

e. Operators of bicycles or PTDs will utilize in order of priority:

(1) Designated bike paths and roadway bike lanes.

(2) Roadways without bike lanes. When bike paths or bike lanes are not available, operators of bicycles or PTDs will ride as near to the right side of the roadway as practical and will exercise due care when passing a standing vehicle or one proceeding in the same direction.

f. Operators of bicycles or PTDs will obey the same rules of the road for all motor vehicles to include passing of military formations, passing a bus discharging or picking up personnel, and posted speed limits. Operators will exercise caution and reduce speed in order to maneuver safely when utilizing the designated bike lanes or roadways with a particular regard to pedestrians.

g. Operators of bicycles or PTDs will not carry any package, bundle or item that would prevent the operator from keeping both hands free to control the bicycle or device and give hand signals.

h. Children under the age of 13 and those with physical disabilities shall be allowed to ride their bicycles on sidewalks. However, they are required to ensure the safety of pedestrians and cycle slowly long the road or through places with safety signs.

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

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

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

(1) Left turn will be signaled by the hand and arm extended horizontally.

(2) Right turn will be signaled by the hand and arm extended upward.

(3) Stop or decrease speed will be signaled by the hand and arm extended downward.

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

m. All personnel operating a bicycle or PTDs found violating provisions listed above may be cited via a DD Form 1408, as may their military sponsor, if a family member. Tickets will accrue the same traffic points as prescribed for motor vehicles.

B-19. Safe Operating Standards Motorcycles and Motor Scooters

a. Motorcyclists/motor scooter operators will be licensed IAW Chapter 2.

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

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

(1) Riders and drivers of motorcycles/motor scooters will ride while sitting astride the seat facing forward.

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

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

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

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

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

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

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

g. Motorcycle/motor scooter operators must wear -

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

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

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

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

(5) Full-fingered gloves.

h. Motorcycles/motor scooters must have a lighted headlamp on during the hours of darkness.

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

j. Motorcycles/motor scooters driven off public streets, roadways, or highways on U.S. installations will be operated only in those areas designated by the area or base Commander.

k. Motorcycles/motor scooters will not be operated on Korean expressways.

l. Riders are encouraged to select Personal Protective Equipment (PPE) that incorporates fluorescent colors and retro-reflective material.

m. Failure to wear the PPE listed in paragraphs B-19 g. (1) ~ (5) above or comply with licensing or operator training requirements may be considered in making line-of-duty determinations if the injury is from such nonuse of PPE or noncompliance.

Table B-1
Vehicle Operation Requirements Matrix

Requirements	Valid U.S. License	USFK 134EK	Insurance	Safety Inspection	Registration	License Plate	Earbuds Allowed	MSF Tng.	PPE
POV	Yes	Yes	Yes	Yes	Yes	Yes	No	No	Seatbelt
Motorcycle (>125 CC)	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes	Helmet, Gloves, Eye Pro, Protective Clothing
Motor Scooter (<125 CC)	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes**	
PTD	No	Yes*	No	No	Yes	No	No	No	Helmet
Bicycle	No	No	No	No	Yes	No	No	No	Helmet
Play Vehicle	No	No	No	No	No	No	No	No	Helmet

* Or USFK PTD Operator's Permit
** Active Duty service members only

B-20. Miscellaneous Rules

a. No person will -

(1) Leave a child under the age of 10 in an unattended vehicle.

(2) Transport an infant/child under 4 years of age and/or under 45 pounds without being properly secured in an infant/child restraint device (car seat).

(3) Leave a pet in an unattended vehicle for an extended amount of time or during weather conditions that could lead to harm to the animal.

(4) Leave a vehicle unattended with the motor running.

b. Vehicle operators will ensure sufficient clearance prior to initiating vehicle movements.

c. Vehicle operators will maintain control of their vehicles at all times.

d. Vehicle operators will maintain attention in all situations that may adversely affect the safe operation of their vehicle.

e. Vehicles will not be placed into reverse until the movement can be made safely and without interfering with other traffic. Also, if the driver's view of the rear or sides is obstructed, the assistance of a dismounted guide will be used.

f. Vehicles will not be operated on a sidewalk.

g. No person will drive a vehicle when it is loaded with passengers to a degree that the driver's ability to control the driving mechanism is impaired.

h. Vehicle doors will not be opened on the same side as moving traffic unless it is reasonably safe to do so and can be done without interfering with the movement of other traffic. Vehicle doors will not be left open longer than necessary to load or unload passengers or cargo.

i. Drivers traveling through defiles, canyons or mountain highways will maintain control of the vehicle and drive as near the right-hand edge of the highway as reasonably possible. When approaching any curve where the view is obstructed for a distance of 200 feet (60 meters) along the highway, the operator will give audible warning with the horn.

j. Vehicles will not coast with the transmission in neutral or with the clutch disengaged.

k. It is prohibited to litter on the highways. Material inadvertently dropped on the highway will be removed as expeditiously and safely as possible.

l. Distracted driving:

(1) Personnel subject to this regulation are restricted from using mobile personal electronic devices (MPEDs) such as a hand held cellular phones, I-Phone, Blackberry, Personal Digital Assistant (PDA) or other similar devices while operating a motor vehicle on or off military installations unless the vehicle is safely parked or they are using a “hands free” device.

(2) Personnel subject to this regulation are restricted from using a MPED for the specific purpose of sending or reading text or e-mail messages while driving unless the vehicle is safely parked or they are using a hands-free device.

(3) Personnel subject to this regulation who are operating a vehicle are restricted from watching a video machine while the vehicle is in motion. A video machine is defined as having a device displaying videos or video feed visible to the vehicle driver that may distract the driver from paying full attention while driving. This means that in car dash mounted, in dash, or portable devices displaying anything other than a navigation mapping are precluded from being viewed by the driver while they are driving.

(4) Headphones, earbuds or other listening devices will not be worn while walking, jogging, operating motor vehicles, motorcycles, motor scooters, bicycles and PTDs on any roadway, bike lane or bike path on U.S. military installations.

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

n. Area Commanders may develop local parking and dedicated pathway policies based on their unique installation infrastructure and vehicle demongraphics.

Appendix C
Traffic Points Assessment Matrix

The point system in table C-1 applies to all POV or military vehicle operators subject to this regulation. When two or more violations are committed on a single occasion, points may be assessed for each individual violation.

Table C-1
Points Assessment for Moving Traffic Violations

Violation: Reckless driving (willful and wanton disregard for the safety of persons or property). **Points assessed:** 6
Violation: Owner knowingly and willfully permitting a physically impaired person to operate the owner's motor vehicle. **Points assessed:** 6
Violation: Fleeing the scene (hit and run)–property damage only. **Points assessed:** 6
Violation: Driving vehicle while impaired (BAC more than 0.03 percent). **Points assessed:** 6
Violation: Speed contests. **Points assessed:** 6
Violation: Over 20 MPH/ 32 KM/H per hour above posted speed limit. **Points assessed:** 6
Violation: Over 15 but not more than 20 MPH or 24 -32 KM/H above posted speed limit. **Points assessed:** 5
Violation: Over 10 but not more than 15 MPH or 16- 24 KM/H above posted speed limit. **Points assessed:** 4
Violation: Following too close. **Points assessed:** 4
Violation: Failure to yield right of way to emergency vehicle. **Points assessed:** 4
Violation: Failure to stop for school bus or school–crossing signals. **Points assessed:** 4
Violation: Failure to obey traffic signals or traffic instructions of an enforcement officer or traffic warden; or any official regulatory traffic sign or device requiring a full stop or yield of right of way; denying entry; or requiring direction of traffic. **Points assessed:** 4
Violation: Improper passing. **Points assessed:** 4
Violation: Failure to yield (no official sign involved). **Points assessed:** 4
Violation: One to 10 MPH/ 16 KM/H over posted speed limit. **Points assessed:** 3
Violation: Improper turning movements (no official sign involved). **Points assessed:** 3
Violation: Wearing of headphones/earphones while driving motor vehicles (two or more wheels). **Points assessed:** 3
Violation: Failure to wear an approved helmet and/or reflectorized vest while operating or riding on a motorcycle, motor scooter, or a three or four–wheel vehicle powered by a motorcycle–like engine. **Points assessed:** 3

Table C-1
Points Assessment for Moving Traffic Violations - Continued

Violation: Improper overtaking. **Points assessed:** 3
Violation: Using a non-hand-free MPED while driving. **Points assessed:** 3
Violation: Other moving violations (involving driver behavior only). **Points assessed:** 3
Violation: Operating an unsafe vehicle (see note 1). **Points assessed:** 2
Violation: Driver involved in accident is deemed responsible (only added to points assessed for specific offenses). **Points assessed:** 1
Violation: Speed too fast for conditions. **Points assessed:** 2
Violation: Speed too slow for traffic conditions, and/or impeding the flow of traffic, causing potential safety hazard. **Points assessed:** 2
Violation: Failure of operator or occupants to use available restraint system devices while moving (operator assessed points). **Points assessed:** 2
Violation: Failure to properly restrain children in a child restraint system while moving (when child is 4 years of age or younger or the weight of child does not exceed 45 pounds). **Points assessed:** 2

*This measure should be used for other than minor vehicle safety defects or when a driver or registrant fails to correct a minor defect (for example, a burned out headlight not replaced within the grace period on a warning ticket).

Appendix D
Highway/Installation Road Condition Matrix

CODE	WILL BE IMPOSED TO/WHEN:	RESTRICTIONS IMPOSED	APPROVING AUTHORITY
GREEN	Highway conditions are normal	N/A	
AMBER	**Anticipated high-density traffic causing 2-hour delay as measured by a normal 1-hour trip under Green conditions (Korean holidays, major events)** Visibility diminished to 50 meters on roads due to weather (fog, heavy rain). Patch-ice accumulation over 10%-20% per kilometer of driving-surface. 2” or less snow accumulation over 20%-30% per kilometer of driving-surface. Prevent further damage to roads and to prevent accidents by reducing traffic during periods when road surfaces or weather conditions are hazardous and extreme caution must be used. Area Commander deems other appropriate factors exist to warrant additional caution.	**Regulate traffic to relieve congestion. Consider the use of TCPs or barricades.** Consider rescheduling unit movements or exercises that would require serious disruption if road conditions become Red category while movements are in progress. Where possible, spot check to ensure compliance. Command bus service will continue to operate on schedule. POVs, AAFES-K taxi vehicles, and contract buses are operated only for necessary trips. These vehicles will not be prevented from entering or leaving military installations. Early dismissal and movement of any nonessential USFK personnel to their residence should be considered, but not required.	**Initiated/ Downgraded by the Area Commander or higher.** Approval for “Authorized Amber” military vehicle movement is Company/ Detachment Commander, an officer with the rank of Captain (O-3) or above, Warrant Officer in the grade of CW3 or above, or civilian supervisors in the grade of GS-10 or KGS-10 or above.

CODE	WILL BE IMPOSED TO/WHEN:	RESTRICTIONS IMPOSED	APPROVING AUTHORITY
RED	**Anticipated high-density traffic causing at least 3-hour delays as measured by a normal 1-hour trip under Green conditions.** Visibility diminished to less than 25 meters on roads due to weather (fog, heavy rain). Patch-ice accumulation over 30% - 50% per kilometer of driving-surface. More than 2" of snow accumulation over at least 50% per kilometer of driving-surface, and near total snow coverage of driving-surface. Area Commander deems other appropriate factors exist to warrant additional caution.	**All vehicles (including POVs, AAFES-K taxi vehicles, contract buses, command vehicles, staff cars, messenger, mail and ration vehicles), other than those required for essential or emergency services/business, are not authorized to be driven.** **Essential and Emergency vehicles include Fire and Emergency Services vehicles, Military Police vehicles, DPW emergency response vehicles and other vehicles specifically identified by the Area Commander during the specific event.** **Any exceptions must be approved by the Area Commander.** **POV's, AAFES-K taxi vehicles and contract buses will not be prevented from entering or exiting the military installation for the purpose of travel to residence or designated emergency shelter.**	**Initiated/ Downgraded by the Area Commander or higher.** Approval for "Authorized Red" military vehicle movement is delegated to the Area Commander or a Commander in the grade of O-5 and above, or civilian supervisors in the grade of GS-13 or KGS-13 or above.

CODE	WILL BE IMPOSED TO/WHEN:	RESTRICTIONS IMPOSED	APPROVING AUTHORITY
BLACK	**Anticipated or unexpected high-density traffic causing four hour or longer delays longer, as measured by a normal one hour trip under Green conditions.** Ice accumulation over 50% or more per kilometer of driving-surface. More than 4” of snow accumulation over all or nearly all of driving-surface. Area Commander deems other factors exist to warrant additional caution.	**Responding emergency vehicles will ONLY be authorized movement. When snow or ice is the basis for the road condition, tire chains or the equivalent are required (no waiver authorized). All other vehicles are prohibited from movement.** **Any exceptions must be approved by the Area Commander.**	**Initiated/ Downgraded by the Area Commander or higher.** The Area Commander or a Commander in the grade of O-5 and above must personally authorize the use of emergency vehicles.

Appendix E
UNC POV Licensing and Registration Requirements

a. POV Licensing Requirements. UNC personnel are not authorized a USFK 134EK due to not being SOFA members and will need to apply for a Korean driver's license to drive in the ROK. An individual can drive on an international driver's permit for up to one year from the date of arrival in Korea, without acquiring a driver's license. Below are the steps to obtain a Korean driver's license.

(1) The driver will need to have his/her foreign driver's license apostilled by their embassy. This method verifies the driver's license to be authentic.

(2) The driver will need to go to the nearest city DMV office with the apostilled driver's license.

(3) Complete the driving knowledge test and an aptitude test (which consists of an eye, hearing and physical examination).

b. If an individual is caught driving without a driver's license or an international driver's permit, he/she can be subject to incarceration for up to one year and/or a fine of up to three million won (Article 152, ROK Road Traffic Act).

c. POV Registration Requirements. UNC personnel will also need to register their vehicles through the DMV office off the installation in order to pay any applicable fees and taxes. Once the vehicle is registered, UNC personnel can apply for issuance of a post decal. Below are the steps.

(1) UNC personnel must obtain an Alien Registration Certificate (ARC) from the Ministry of Justice Immigration, 1375 Kyeongkidaero, Pyeongtaek City, Kyeongki-Do.

(2) Register vehicle at the nearest city DMV office. If the vehicle is new, bring the following items:

(a) ARC.

(b) Proof of Insurance (Valid for Korea).

(c) Korean Revenue Stamp (3,000 Won and will get the stamp).

(d) Manufacture's certificate or vehicle title.

(3) If the vehicle is used:

(a) ARC.

(b) Proof of Insurance (Valid for Korea).

(c) Korean Revenue Stamp (3,000 Won and will get the stamp).

d. Once vehicle is registered, driver will need to go to Visitor Control Center at the installation gates and fill out the USFK 195-EKE to apply for a post decal. The driver will be issued a 30-day temporary pass in the interim while their USFK 195-EKE is being processed.

Appendix F
Vehicle Equipment Requirements and Mechanical Standards

F-1. Scope and Effect of Vehicle Equipment Provisions

a. It is unlawful to own, drive or cause to be driven, any vehicle that is unsafe. (Paragraph 3-4 outlines vehicle safety inspections requirements)

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

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

d. The following defines minimum requirements for POVs and government non-tactical vehicles operated on public streets and/or highways located on or off U.S. military installations. POVs and government non-tactical vehicles not meeting requirements are prohibited from operations on public streets and/or highways located on or off U.S. military installations.

F-2. Lamps and Other Lighting Equipment

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

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

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

b. Headlights on motor vehicles.

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

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

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

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

c. Taillights.

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

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

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

d. Reflectors.

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

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

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

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

(2) Electric directional turn signals. Turns will be indicated by lights on the front and rear of the vehicle that flash in the direction the turn is to be made. Front directional turn lights will be mounted on the same level and as widely spaced laterally as practical and will emit a distinguishable light signal. Red or amber rear directional turn signals will be mounted as widely spaced as practical. Turn signal lights must be visible at a distance of not less than 300 feet (90 meters) to the front and rear in normal sunlight.

f. Emergency flashers.

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

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

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

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

g. Spotlights and auxiliary lights.

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

(2) Auxiliary passing lights. Any motor vehicle may be equipped with a maximum of two auxiliary passing lights mounted on the front of the vehicle at a mounted height of 24 to 42 inches (60 to 106 centimeters).

(3) Auxiliary driving lights. Motor vehicles may be equipped with no more than two auxiliary driving lights mounted on the front. They will be at a mounted height of 10 to 42 inches (25 to 106 centimeters).

h. Emergency lighting for emergency vehicles.

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

(a) Vehicles assigned to law enforcement investigative activities are authorized to be equipped with a flashing red and/or blue light mounted in the front grill of the vehicle or a portable red and/or blue light mounted as high on the vehicle as practicable.

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

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

i. Additional lighting equipment.

(1) Any motor vehicle may be equipped with no more than four side lamps that emit an amber or white light without glare at the front of the vehicle and a red or amber light without glare at the rear of the vehicle.

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

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

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

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

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

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

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

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

k. Number of driving lights required or permitted.

(1) At all times specified in paragraph F-2, at least two functional headlights must be displayed, one on each side at the front of every motor vehicle, except when the vehicle is parked.

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

l. Special restrictions on lights.

(1) During the times specified in paragraph F-2, any lighted lamp or illuminating device upon a motor vehicle (other than headlights, spotlights, auxiliary lights, directional turn signals, vehicular emergency flashers, and school bus warning lights) that projects a beam of light of an intensity greater than 700 candle power will be directed so that no part of the high-intensity portion of the beam will strike the level of the roadway on which the vehicle stands at a distance of more than 75 feet (23 meters) from the vehicle.

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

(3) Unless authorized, flashing lights are prohibited.

F-3. Brakes

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

(1) Adequacy or service (foot) brakes. Every vehicle and combination of vehicles must be equipped with service brakes adequate to control the vehicle's movement to include when loading and regardless of the grade of the road the vehicle must negotiate.

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

(a) The parking brake must be designed so that once it is applied, it will remain applied with the required effectiveness despite exhaustion of any source of energy or leakage of any kind. The same brake drums, brake shoes, or actuation mechanism normally associated with the wheel brake assemblies may be used for both the service brakes and the parking brake.

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

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

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

Table F-1
Braking Distances

Classification of Vehicle	**Brake system application and braking distance from an initial speed of 20 MPH/32 KPH**
Passenger vehicles with seating capacity of 10 people or less, including the driver, not having a manufacturer's gross vehicle weight rating	25 feet/ 7.6 meters
Single unit vehicles with a manufacturer's gross vehicle weight rating of 10,000 pounds or less	30 feet/ 9 meters
Single unit vehicles with a manufacturer's gross weight rating of more than 10,000	40 feet/ 12 meters
Combination of a two-axle towing vehicle and a trailer with a gross trailer weight of 3,000 pounds or less	40 feet/ 12 meters
Buses, regardless of the number of axles, not having a manufacturer's gross weight rating	40 feet/ 12 meters
All combinations of vehicles in drive-away or tow-away operations	40 feet/ 12 meters
All other vehicles and combinations of vehicles	50 feet/ 15 meters

F-4. Other Vehicle Standards

a. Horns and warning devices.

(1) Motor vehicles operated on a highway must be equipped with a horn in good working order and capable of emitting a sound audible under normal conditions from a distance of not less than 200 feet (60 meters). However, no horn or other warning device may emit an unreasonably

loud or harsh sound or a whistle to include playing musical notes or tunes. When necessary to ensure safe operation, the driver will give audible warning with the horn but will not otherwise use the horn when upon a highway.

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

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

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

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

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

d. Unobstructed windshields and wipers.

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

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

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

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

(5) Tinted windows are permissible only in accordance with ROK law:

(a) The front windshield may have up to a 30% tint (must allow 70% of light through).

(b) All other windows excluding the front windshield may have up to a 40% tint (must allow 60% of light through).

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

e. Tire restrictions.

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

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

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

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

f. Vehicles transporting hazardous materials.

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

(2) Vehicles will be marked as required locally.

(3) Vehicles transporting hazardous material must be equipped with fire extinguishers of appropriate type, size, and number filled and ready for immediate use. Fire extinguishers will be placed at a location within the vehicle that provides immediate access.

(4) When the contents of a vehicle extend more than 3 feet (90 centimeters) from a vehicle or six inches (15 centimeters) or more from either side of the vehicle, a red cloth not less than 24 inches (60 centimeters) square must affixed to the farthest protruding edge of the item. At night, a red light must be affixed to the item. The contents of a vehicle that extend beyond the normal limits of the vehicle will be secured and will not create a hazard.

g. Seat belts and shoulder belts. The use of restraint systems is explained in AR 190-5/OPNAV 11200.5D/AFI 31-218(I)/MCO 5110.1D/DLAR 5720.1.

(1) Access to U.S. military installations may be denied to operators of POVs who refuse to wear installed restraining devices. The DD Form 1408 may be issued to operators or passengers of military vehicles or POVs for failure to wear installed restraining devices. When the DD Form 1408 is issued for this violation, the vehicle operator will be assessed three traffic points for "other moving violations" as outlined appendix C.

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

(a) The driver and all vehicle passengers are required to wear a seatbelt.

(b) The driver will be fined 30,000 won, if any passenger violates this law. The fine will be 60,000 won, if the passenger is under the age of 13.

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

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

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

j. Vehicle appearance. The determination of whether a vehicle will pass the safety inspection will be based on safety.

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

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

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

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

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

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

(7) Vehicles will not have elevated rear ends.

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

F-5. Equipment for Motorcycles and Motor Scooters Operated on Public Streets or Highways

a. Headlights. Motorcycles and motor scooters will be equipped with at least one, but not more than two, headlights that comply with the requirements and limitations of paragraph F-2. Each headlight on the motorcycle/motor scooter will be at a mounted height of 20 to 54 inches (50 to 137 centimeters).

b. Taillights. Motorcycles and motor scooters will have at least one taillight with a mounted height of 20 to 54 inches (50 to 137 centimeters). A white light must illuminate the rear registration

decal. The decal must be clearly legible from a distance of 66 feet (20 meters). Any light designed to illuminate the rear registration decal must be wired so that it is lighted whenever the headlights or auxiliary driving lights are on.

c. Reflectors. Motorcycles and motor scooters will have on the rear, either as part of the taillight or separately, at least one red reflector meeting the visibility requirements of paragraph F-2.

d. Brake lights. Motorcycles and motor scooters will be equipped with at least one brake light that meets the requirements of paragraph F-2.

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

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

g. Multiple beam road lighting equipment. Each motorcycle/motor scooter must be equipped with multiple beam road lighting equipment which -

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

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

h. Brake equipment required. Every motorcycle will comply with the provisions of paragraph F-3, except -

(1) Motorcycles/motor scooters do not have to be equipped with a parking brake.

(2) The wheel of a sidecar attached to a motorcycle does not have to be equipped with a brake if it complies with paragraph F-5i, below.

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

F-6. Equipment for Bicycles and PTDs Operated on Public Streets or Bike Paths

a. Headlight; Bicycles or PTDs used during hours of darkness or limited visibility must be equipped with an operational (turned on) front and rear light. The front lamp must emit a white light visible at least 500 feet (150 meters) to the front.

b. Taillights. Bicycles or PTDs used during hours of darkness or limited visibility must be equipped with an operational taillight. A rear lamp must emit a red light visible from 100 feet (30 meters).

c. Reflectors. Bicycles or PTDs will have on the rear, either as part of the taillight or separately, at least one red reflector meeting the visibility requirements of paragraph F-5.

d. Turn Signals. Bicycles or PTDs may optionally be equipped with electric turn signals on the front and rear of the bicycle/device; when equipped, signals must flash in the direction the turn is to made.

e. Performance ability of brakes. Bicycles or PTDs, under normal road conditions, will have a service break capable of stopping the bicycle/device at a speed of 32KM/H/20MPH in not more than 30 feet (nine meters). The distance will be measured from the point at which movement of the service brake pedal or control begins. Tests for stopping distance will be made on a substantially level (not to exceed plus or minus one percent grade), dry, smooth, hard surface that is free from loose material.

UNITED STATES FORCES KOREA MOTOR VEHICLE SAFETY INSPECTION

For use of this form, see USFK Regulation 190-1; the proponent agency is USFK Safety.

Owner:	Organization:	Rank/Grade:
Vehicle Type, Make, & Model:	**VIN:**	**License Plate #:**

Items Inspected	Pass	Fail	Remarks
1. Lamps and Other Lighting Equipment			
a. High/Low Beams (Equipped with at least two headlamps plainly visible from a distance of 1,000 feet (300 meters). One will be on each side of the front of the motor vehicle with a mounted height between 24 to 54 inches (60 to 137 centimeters). High and low beams must be adjusted correctly.)	☐	☐	
b. Taillights (Equipped with at least two taillights mounted on the rear. The light must emit a red light plainly visible from a distance of 1,000 feet (300 meters). One will be on each side of the front of the motor vehicle with a mounted height between 20 to 72 inches (50 to 182 centimeters. Taillights shall be wired so they will be illuminated when headlights are in use.))	☐	☐	
c. License Plate Light (The license plate must be clearly legible from a distance of 70 feet (21 meters). License plate light shall be wired so they will be illuminated when headlights are in use.)	☐	☐	
d. Reflectors (Equipped with two or more reflectors on the rear of the vehicle. These may be part of the taillights.)	☐	☐	
e. Brake Lights (Equipped with two or more brake lights on the rear of the vehicle. The brake lights must display a red or amber light that is visible for a distance of at least 300 feet (90 meters) to the rear in normal daylight hours. Brake lights must be activated upon application of the foot brake.)	☐	☐	
f. Turn Signals (Turns will be indicated by lights on the front and rear of the vehicle that flash in the direction the turn is to be made. Front directional turn lights will be mounted on the same level and as widely spaced laterally as practical and will emit a distinguishable light signal. Red or amber rear directional turn signals will be mounted as widely spaced as practical. Turn signal lights must be visible at a distance of not less than 300 feet (90 meters) to the front and rear in normal sunlight.)	☐	☐	
g. Emergency Flashers (Two lights on the front that, when lighted, display an intermittent flashing white or amber light and two lights on the rear that displays a intermittent flashing red light visible from a distance of 1,000 feet (300 meters) to the front of the vehicle.)	☐	☐	
h. Back-up Lights (Equipped with one or more backup lights either separately or in combination with other lights. These lights will not be lighted when the motor vehicle is in forward motion.)	☐	☐	
2. Brakes			
a. Primary Service Brake System (Brake system must be capable of stopping the vehicle IAW Table F-3 of USFK Regulation 190-1)	☐	☐	
b. Emergency Brake (Equipped with a parking brake adequate to hold the vehicle on any grade on which it is operated, under all conditions of loading, on a surface free from snow, ice, or loose material. Once the parking brake is applied, it must remain applied with the required effectiveness despite exhaustion of any source of energy or leakage of any kind.)	☐	☐	
3. Horns and Warning Devices			
a. Horn (Equipped with a horn in good working order and capable of emitting a sound audible under normal conditions from a distance of not less than 200 feet (60 meters).)	☐	☐	
b. Other Audible Warning Devices (Not be equipped with driver actuated any siren, whistle, or bell)	☐	☐	
4. Exhaust System (Equipped with a muffler in good working order and in constant operation to prevent excessive or unusual noise. Cutout mufflers and exhaust systems that contain a bypass or similar device are prohibited.)	☐	☐	

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Figure F-1. USFK Motor Vehicle Safety Inspection Checklist

Items Inspected	Pass	Fail	Remarks
5. Mirrors (Equipped with mirrors located so that the driver can view the highway for a distance or at least 200 feet (60 meters) to the rear and side of the motor vehicle.)	☐	☐	
6. Windows and Windshield			
a. Windshield (May not contain any sign, poster, or other material that obstructs, obscures, or impairs the driver's clear view of the highway or area where the vehicle is to be operated. Free of substantial breaks, cracks, or discoloration that would restrict the operator's vision. Shatter marks of more than 1 inch in diameter, regardless of location on the front windshield, are not acceptable.)	☐	☐	
b. Side Windows and Back Glass (Free of substantial breaks, cracks, or discoloration that would restrict the operator's vision. Shatter marks of more than 1 inch in diameter, regardless of location on the front windshield, are not acceptable. Windows in doors must be operational.)	☐	☐	
c. Windshield Wipers (Equipped with two windshield wipers capable of removing moisture from the windshield. Wipers must be in good working order.)	☐	☐	
d. Window Tint (The front windshield may have up to a 30% tint. All other windows excluding the front windshield may have up to a 40% tint)	☐	☐	
7. Tires (Free of weak spots, bulges, and baldness. All of the original tread pattern must be visible, and the tread will not be less than 1/16-inch depth. Racing slicks and wide tires that extend beyond the fender well are prohibited.)	☐	☐	
8. Seat and Shoulder Belts (Seatbelts and shoulder harnesses must be installed and in working condition for each occupant position.)	☐	☐	
9. Equipment Requirements			
a. Speedometer (Equipped with a speedometer in operating condition to accurately indicate the speed of the vehicle.)	☐	☐	
b. Warning Triangles (Available and in functioning condition.)	☐	☐	
c. Car Jack with Handle & Lug Wrench (Available and in functioning condition.)	☐	☐	
10. Steering System (A steering mechanism will not have more than 2 inches (5 centimeters) of free travel in the steering wheel before the vehicle wheels turn.)	☐	☐	
11. Vehicle Appearance			
a. Vehicle Body (Free of rust, corrosion, and other body damage or deterioration, which causes the vehicle to be structurally unsafe or is so extensive that it impedes the safe operation of the vehicle or creates a traffic hazard.)	☐	☐	
b. Doors, Hood, and Trunk Latches (Equipped with functional handles or latches.)	☐	☐	
c. Convertible Tops (Will be in a serviceable condition)	☐	☐	
d. Interior Floors (Must not have a significant amount of rust that has resulted in weakening the floor to a degree that it could create a safety hazard.)	☐	☐	
e. Elevated Rear Ends (Will not have elevated rear ends)	☐	☐	
f. License Plate and License Plate Frames (License plates will be firmly mounted and license plate frames may not interfere or cover any portion of the license information.)	☐	☐	
12. Emission Test (Must pass emission testing IAW ROK Law)	☐	☐	

Inspector	Date	Owner
Signature		**Signature**
Printed Name		**Printed Name**

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INSPECTION STAMP

Figure F-1. USFK Motor Vehicle Safety Inspection Checklist (Cont')

UNITED STATES FORCES KOREA MOTORCYCLE SAFETY INSPECTION

For use of this form, see USFK Regulation 190-1; the proponent agency is USFK Safety

Owner:	**Organization:**	**Rank/Grade:**
Vehicle Type, Make, & Model:	**VIN:**	**License Plate #:**

Items Inspected	Pass	Fail	Remarks
1. Lamps and Other Lighting Equipment			
a. High/Low Beams (Equipped with at least one but not more than two headlamps plainly visible from a distance of 1,000 feet (300 meters). One will be on each side of the front of the motor vehicle with a mounted height between 24 to 54 inches (60 to 137 centimeters). High and low beams must be adjusted correctly.)	☐	☐	
b. Taillights (Equipped with at least one taillight mounted on the rear. The light must emit a red light plainly visible from a distance of 1,000 feet (300 meters). One will be on each side of the front of the motor vehicle with a mounted height between 20 to 54 inches (50 to 137 centimeters. Taillight light shall be wired so they will be illuminated when headlights are in use.))	☐	☐	
c. License Plate Light (The license plate must be clearly legible from a distance of 70 feet (21 meters). License plate light shall be wired so they will be illuminated when headlights are in use.)	☐	☐	
d. Reflector (Equipped with at least one reflector on the rear of the vehicle. The reflector may be part of the taillights.)	☐	☐	
e. Brake Light (Equipped with at least one brake light on the rear of the vehicle. The brake light must display a red or amber light that is visible for a distance of at least 300 feet (90 meters) to the rear in normal daylight hours. Brake lights must be activated upon application of the foot brake.)	☐	☐	
f. Turn Signals (Turns will be indicated by lights on the front and rear of the vehicle that flash in the direction the turn is to be made. Front directional turn lights will be mounted on the same level and as widely spaced laterally as practical and will emit a distinguishable light signal. Red or amber rear directional turn signals will be mounted as widely spaced as practical. Turn signal lights must be visible at a distance of not less than 300 feet (90 meters) to the front and rear in normal sunlight.)	☐	☐	
2. Brakes (Brake system must be capable of stopping the vehicle the vehicle at a speed of 20 MPH/32 KM/H in not more than 30 feet (9 meters).)	☐	☐	
3. Horns and Warning Devices			
a. Horn (Equipped with a horn in good working order and capable of emitting a sound audible under normal conditions from a distance of not less than 200 feet (60 meters).)	☐	☐	
b. Other Audible Warning Devices (Not be equipped with driver actuated any siren, whistle, or bell)	☐	☐	
4. Exhaust System (Equipped with a muffler in good working order and in constant operation to prevent excessive or unusual noise. Cutout mufflers and exhaust systems that contain a bypass or similar device are prohibited.)	☐	☐	
5. Mirrors (Equipped with mirrors located so that the driver can view the highway for a distance or at least 200 feet (60 meters) to the rear and side of the motor vehicle.)	☐	☐	
6. Windshield (if equipped) (May not contain any sign, poster, or other material that obstructs, obscures, or impairs the driver's clear view of the highway or area where the vehicle is to be operated. Free of substantial breaks, cracks, or discoloration that would restrict the operator's vision. Shatter marks of more than 1 inch in diameter, regardless of location on the front windshield, are not acceptable.)	☐	☐	

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Figure F-2. USFK Form 190-1B, USFK Motorcycle Safety Inspection Checklist

Items Inspected	Pass	Fail	Remarks
7. Tires (Free of weak spots, bulges, and baldness. All of the original tread pattern must be visible, and the tread will not be less than 1/16-inch depth. Racing slicks and wide tires that extend beyond the fender well are prohibited.)	☐	☐	
8. Equipment Requirements			
a. Speedometer (Equipped with a speedometer in operating condition to accurately indicate the speed of the vehicle.)	☐	☐	
b. Warning Triangles (Available and in functioning condition.)	☐	☐	
9. Vehicle Appearance			
a. Vehicle Body (Free of rust, corrosion, and other body damage or deterioration, which causes the vehicle to be structurally unsafe or is so extensive that it impedes the safe operation of the vehicle or creates a traffic hazard.)	☐	☐	
b. License Plate and License Plate Frames (License plates will be firmly mounted and license plate frames may not interfere or cover any portion of the license information.)	☐	☐	
10. Emission Test (Must pass emission testing IAW ROK Law)	☐	☐	

Inspector	Date	Owner
Signature		**Signature**
Printed Name		**Printed Name**

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Figure F-2. USFK Form 190-1B, USFK Motorcycle Safety Inspection Checklist - Continued

PERSONAL TRANSPORTATION DEVICE COUNSELING AND ENDORSEMENT WORKSHEET For use of this form, see USFK REG 190-1; the proponent agency is USFK Safety	Date:

1. Individual Data

Name (Last, First, MI):	Grade:	Gender:	DOB (DD/MMM/YY):	DOD ID #:

Hair Color:	Eye Color:	Height:	Weight:	Place of Birth:

Unit:	Duty Phone:

2. Interactive Discussion

Briefing Instructions: *Discuss training, experience, safety equipment and PPE requirements, liabilities, and responsibilities with person requesting licensing on a PTD. This worksheet is not intended to prohibit personnel from being licensed on a PTD, but to ensure they are familiar with the hazards, risks, and liabilities associated with owning and operating a PTD in Korea. Ensure the individual understands the need to exercise sound judgement and self-discipline and to not put life, limb, or the performance of their duties at risk.*

Describe Previous Experience with operating a PTD

None *Some Experience* *Previous Owner* *Additional Remarks*

Operator's Initials	Areas of Discussion
	Definition: A PTD is a vehicle designed to transport personnel but not registered as a motor vehicle, motorcycle, or motor scooter that propels the device at a maximum speed of not more than 60 kilometers per hour on level ground. These devices include powered electric or motorized transportation devices such as Segway, Mini-Segway, powered electric or motorized stand-up scooter, powered electric or motorized bicycles, and other powered electric or motorized vehicles upon or by which any person may be transported and used upon a USFK or Korean roadway, bike lane, or bike path. **Note:** Devices capable of exceeding 60 kilometers per hour **<u>are not</u>** considered PTDs and are subject to requirements associated with other motorized devices as appropriate.
	Risks: Riding a PTD involves some risks not encountered when driving an automobile. • PTDs do not have the stability of cars because they must be balanced • They leave you more vulnerable in a crash because there is less protection • They are not as readily seen as automobiles because of their size, especially in limited visibility. • Other motorists, particularly those who don't ride PTDs, may not be looking for them. This places the rider at greater risk, especially in intersections.
	Personal Protective Equipment: • Personnel operating any PTD will wear a helmet properly fastened under the chin. Helmets must meet ASTM F1447, Snell B-95, or other host nation standard for bicycle helmets. • Personnel operating bicycles and PTDs are encouraged to wear brightly colored or reflective outer upper garments.
	Training: To receive a USFK POV Operator's Permit (USFK Form 134EK) or a USFK PTD Operator's Permit, personnel must take the U.S. Forces Korea Driver Licensing Course and pass the exam on JKO as a prerequisite to licensing. Additionally, service members shall be required to take the USFK PTD resident training course. The course is expected to last 2 to 4 hours. Personnel shall be required to take training within 30 days of purchasing a PTD.
	Liabilities: Operators of PTDs must obey the same traffic laws as other vehicles when operating on a Korean or USFK right-or-way. As such, PTD operators may be held responsible for all civil and criminal liabilities if involved in an accident. **Note:** Currently, there is very limited insurance coverage available to cover potential civil liability claims, and PTD operators would be responsible for full liability costs.
	Prohibitions: • Operators of PTDs will not carry any package, bundle, or article when transporting the article prevents the operator from keeping both hands free to control the PTD and to give signals. • Operators of PTDs will not use mobile phones or wear listening devices such as ear buds and headphones while operating a PTD. • Operators of PTDs will yield the right of way to any pedestrian in a crosswalk or in a parking area. • Operators of PTDs will not operate a PTD while in a pedestrian crosswalk. Operators of PTDs utilizing a pedestrian crosswalk to cross a street must dismount the PTD and push it across the street in the pedestrian crosswalk.

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Figure F-3. Personal Transportation Device Counseling and Endorsement Worksheet

2. Interactive Discussion *(continued)*	
Operator's Initials	**Areas of Discussion**
	Essential PTD Requirements: **Licensing and Registration:** All USFK personnel wishing to operate a PTD on USFK or Korean public roadway, street, bicycle path, or other right-of way must adhere to the following requirements • Pass the standard motor vehicle driver licensing test and receive a USFK PTD Operators Permit or a separate endorsement for PTD operations on their USFK Form 134EK, USFK Motor Vehicle Operator's Permit. • A USFK PTD Operators Permit or a USFK Motor Vehicle Operator's Permit (USFK Form 134EK) is valid for 5 years for PTDs unless PTD operations are suspended or revoked. • If a USFK PTD Operators Permit or a USFK Motor Vehicle Operator's Permit (USFK Form 134EK) is suspended or revoked, the licensee will not operate any PTD until his or her driving privileges are restored. • Register their bicycle and/or PTD in DBIDs at the Area VRO within 10 days of purchase. **Lane Priority:** Operators of PTDs will utilize in order of priority: 1. Bike paths. 2. Designated roadway bike lanes. 3. Roadways without bike lanes. When bike paths or bike lanes are not available, operators of bicycles or PTDs will ride as near to the right side of the roadway as practical and will exercise due care when passing a standing vehicle or one proceeding in the same direction. **Note:** PTDs shall not be used on sidewalks located on and/or off USFK military installations. **Passengers:** PTDs will not be used to carry more persons at one time than the number for which they are designed and equipped as defined in the user's manual – **Note:** Passengers are not allowed on stand-up electric scooters. **Speed:** Operators of PTDs will obey the same speed limits as those of any vehicle operated on the same roadway. Bike paths may also have speed limits that differ from adjacent roadway speed limits and PTDs operating on these bike paths must obey posted speed limits.

3. Endorsement	
Date	**Signature of Applicant**
Date	**Name of Commander / Delegate** *(Signature)*

4. Additional Comments

FOR OFFICIAL USE ONLY	
Authority:	*10 U.S.C., Chapter 40; 37 U.S.C. Chapter 9, EO 9397. November 1943*
Principal Purposes:	*For documentation of occupational safety, environmental and health training.*
Disclosure is Voluntary:	*Disclosure of your personal information is voluntary; however, failure to disclose it may delay processing of your application.*

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Figure F-3. Personal Transportation Device Counseling and Endorsement Worksheet (Continued)

Glossary

Section I. Abbreviations

AAFES-K	Army and Air Force Exchange Service-Korea
COR	Contracting Office Representative
CSF	Chief, Security Forces
DEROS	Date Eligible for Return from Overseas
DES	Directorate of Emergency Services
DOD	Department of Defense
EOD	Explosive Ordnance Disposal
EMO	Electronic Media Only
IAW	In Accordance With
ITO	Installation Transportation Office
JPIC	Joint Police Information Center
JUSMAG-K	Joint United States Military Affairs Group-Korea
KATUSA	Korean Augmentation to the United States Army
KM/H	Kilometers per Hour
MP	Military Police
MPED	Mobile Personal Electronic Device
MPH	Miles per Hour
NAF	Non-appropriated Fund
PCS	Permanent Change of Station
PDA	Personal Digital Assistant
POV	Privately Owned Vehicle
PTD	Personal Transportation Device
ROK	Republic of Korea
SMV	Special Mission Vehicle

SOFA	Status of Forces Agreement
SP	Security Police
TDY	Temporary Duty
TMP	Transportation Motor Pool
UCMJ	Uniform Code of Military Justice
UNC	United Nations Command
U.S.	United States (of America)
USACIDC	United States Army Criminal Investigation Command
USAG	United States Army Garrison
USAF	United States Air Force
USFK	United States Forces, Korea

Section II. Terms

Adult. Male or female 18 years of age or older.

Alley. A Street or highway intended to provide access to the rear side or lots or buildings in an urban district and not intended as a thoroughfare.

Authorized Emergency Vehicle. Fire department, police and EOD vehicles, ambulances and other POVs designated by the ROK authorities.

Bicycle. Any two or three wheel device having operative capability by human propulsion (pedals). When a bicycle is operated by a child under the age of 13, the bicycle is considered a play vehicle and may be operated on a sidewalk. Persons age 13 and older shall operate bicycles in bike lanes, on bicycle paths, and on roadways when operating the bicycle on any USFK military installation. If a bicycle is motorized, it is considered a Personal Transportation Device. A bicycle must be registered in DBIDS.

Figure 1 - Bicycle (non-motorized)

Bus. Every motor vehicle designated to carry more than 10 passengers when used to transport persons; every motor vehicle other than a taxicab, designed and used to transport persons for compensation.

Chauffeur. An employee hired or authorized to operate a USFK registered POV to accomplish official or personal business of the sponsoring individual or agency. A personal chauffeur is an employee hired to operate a motor vehicle in a non-business capacity.

Conviction. In addition to the definition in AR 190-5/OPNAV 112000.5C/AFR 31-204/ MCO 5110-1C/DLAR 5720.1, a conviction includes a finding of guilty by a ROK court.

Speed contest. The operation of two or more motor vehicles from a point side by side at accelerating speeds in a competitive attempt to outdistance each other, or the operation of one or more vehicles over a common selected course from the same point for the purpose of comparing relative speed or power of acceleration of the vehicles within a certain distance or time limit.

Driver's License. License or permit to operate a motor vehicle used under, or granted by, the laws of the U.S., the ROK, or this regulation.

Fiscal Responsibility. The inherent responsibility of the owner to have monetary capability to pay for a vehicle or to make payments prescribed by contracts, and to have the financial capability to make or have repairs made to a vehicle so that it meets minimum safety standards, to include continued possession of required liability insurance.

Hours of Darkness. From 30 minutes before sunset until 30 minutes after sunrise.

Identification Number. The identifying number, serial number, engine number, or other distinguishing number or mark placed on a vehicle or engine by its manufacturer; or, marks prescribed by ROK law.

Intersection.

a. The portion of roadway common to two or more intersecting highways or streets.

b. Where a highway includes two roadways 30 feet or more apart, then every crossing of each roadway of the divided highway by an intersecting highway is regarded as a separate intersection. If the intersecting highway also includes two roadways 30 feet or more apart, then every crossing of the two roadways of the highways are to be regarded as a separate intersection.

c. The junction of an alley with a street or highway does not constitute an intersection.

Joint Domicile. When two military personnel are assigned to the theater under the guidelines of the parent service joint assignment policy.

Motorcycle. A powered two or three wheeled vehicle having a seat or saddle for the use of the rider having an engine size greater than 125 cubic centimeters or equivalent size electric motor and that can exceed 60 kilometers per hour on level ground. A motorcycle must be registered with the Korean vehicle registration office and must have a Korean license plate fixed to the vehicle. A motorcycle must also be registered in DBIDS. A motorcycle is larger and heavier than a motor scooter and its engine lives in the frame. The driver's feet sit on pegs on the outside of the motorcycle.

Figure 2 - Sports Motorcycle

Figure 3 - Touring Motorcycle

Motor Scooter. A powered two or three wheeled vehicle having a seat or saddle for the use of the rider having an engine size less than or equal to 125 cubic centimeters or equivalent size electric motor and capable of exceeding speeds of 60 kph or greater on level ground. A motor scooter must be registered with the Korean vehicle registration office and must have a Korean license plate fixed to the vehicle. A motor scooter must also be registered in DBIDS.

Figure 4 - Traditional Motor Scooter

Figure 5 - Electric Motor Scooter that can exceed 60 kph

Motor Vehicle Recorders. Those authorized by HQ USFK to register motor vehicle IAW the ROK/US SOFA. Motor vehicle recorders include any person:

a. Directorate of Emergency Services (DES), United States Army Garrison (USAG)-Yongsan, APO AP 96205-0010.

b. DES, USAG-Humphreys, APO AP 96271-0153.

c. DES, USAG-Daegu, APO AP 96212-0180. Personnel assigned to Busan will be serviced through USAG-Daegu.

d. Chief, Security Forces, Osan AB, APO AP 96570-5000.

e. Chief Security Forces, Kunsan AB, APO AP 96264-5000.

f. Naval Security Officer, Chinhae NB, APO AP 96269-1100.

New Vehicle. Any motor vehicle which is less than two years old at the time of registration according to the manufacture date, or model year, whichever is older.

Official Traffic Control Devices. All signs, signals, markings, lights, and devices placed or erected by ROK or U.S. authorities to regulate, warn or guide traffic.

Owner. A person, other than the lien holder, having a property right in, or title to, a vehicle. (Includes person entitled to the use of and possession of a vehicle subject to a security interesting another person but excludes a lessee under lease not intended as a security.)

Passenger Car. Every motor vehicle, except motorcycles, used to transport persons, but designed for carrying 10 or less passengers.

Personal Transportation Device. A powered two or three wheeled vehicle designed to transport personnel but not registered as a motor vehicle, motorcycle, or motor scooter that propels the device at a maximum speed of not more than 60 kilometers per hour on level ground. A PTD must be registered in DBIDS. These devices include:

eScooters (Known as Kickboards in Korea): A powered device with two or three wheels, handlebars and a floorboard that can be stood upon while riding, which is solely powered by an electric motor, gas driven motor, and/or human power.

Figure 6 - eScooter / Kickboard

Figure 7- eScooter / Kickboard

Moped: A powered device with two or three wheels that has a small electric or gas driven motor having a seat or saddle and a top speed of 60 kph (35 mph) or less. Traditionally, a moped has pedals; however, many newer models no longer have pedals installed.

Figure 8 - Traditional Moped with pedals

Figure 9 - Modern electric Moped (cannot exceed 60 kph)

Note: Some vehicles sold as PTDs may exceed speeds of 60 kph on level ground. These vehicles are considered motor scooters and must comply with all motor scooter training, licensing, registration, and operating requirements. Additionally, Personal Transportation Devices do not include a device that is designed for and intended to be used as a means of transportation for a person with a mobility impairment, or who uses the device for mobility enhancement.

Play Vehicle. Motorized or non-motorized unicycles / monocycles (Ryono, Airwheel or Mobbo), powered or motorized skateboards, hoverboards, and other powered or motorized devices not equipped with a hand-operated steering device. Other items include but are not limited to motorized small scale vehicles designed to transport children, be operated by children, or to be remotely controlled by another person, motorized and non-motorized roller blades, roller skates, shoes with retractable wheels, and children's bicycles, tricycles, and Big Wheels not intended for use on public roadways. Play vehicles may not exceed speeds of 20 kph. Play vehicles are intended for use on sidewalks and are not authorized for use on any public roadways (or bike lanes) located on or off U.S. military installations.

Figure 10 - Motorized unicycle

Figure 11 - Motorized Big Wheel

Figure 12 - Hoverboard

Figure 13 - Motorized skateboard

Figure 14 - Motorized roller skates

Railroad Sign or Signal. Any sign, signal, or device erected by the ROK or U.S. authorities to give notice of the presence of railroad tracks or the approach of a railroad train.

School Bus. Every motor vehicle clearly marked as a school bus used to transport students to or from school or in connection with school activities. (Does not include buses operate by a common carriers in urban transportation of school children.)

Semi-Trailers. Every vehicle, other than pole trailer, designed for carrying persons or property and for being drawn by a major vehicle and so constructed that some part of its weight and that of its load rests upon, or is carried by, another vehicle.

Sponsor. Any member of the U.S. Armed Forces on active duty, members of the civilian component, employee of an invited contractor, or technical representative.

Tactical Vehicle. A military vehicle used primarily off the roadway in support of military operations and training events. For example, an M880 would be considered a tactical vehicle when operated during a training exercise but would not be considered a tactical vehicle during an office administrative run.

Through Highway. Every highway, or portion thereof where vehicular traffic is given the right-of-way over other vehicular traffic at entrances and intersection.

Trailer. Every vehicle designed to be drawn by a motor vehicle for carrying persons or property.

USFK NAF Activities. Those activities established to administer funds not appropriated by the Congress for the benefit of military personnel or civilian employees of the military service.