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USAG-KA REGULATION 56-4

MOTOR AND NON-MOTOR TRANSPORTATION VEHICLE OPERATION AND CONTROL



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Chapter 1

GENERAL GUIDELINES

1-1 Purpose

To establish policy and procedures for control, operation, and usage of all wheeled or tracked automotive and non-automotive type vehicles and equipment (electric, fuel injected, self-propelled, etc.) within the boundaries of U.S. Army Garrison-Kwajalein Atoll (USAG-KA) and Reagan Test Site (RTS). Traffic code is established under the provisions of Army Regulation 190-5, Motor Vehicle Traffic Supervision, and includes the applicable portions of the Hawaii Revised Statutes (HRS), and applicable Federal Statutes. This regulation supersedes all previous editions and USAG-KA Regulation 190-5

1-2 Scope

The provisions of this regulation are applicable to all activities that control, operate, utilize, or have access to government, contractor, or privately owned vehicles (POV), as well as persons owning and operating self-propelled wheeled vehicles or equipment on USAG-KA.

1-3 General

Safe operation of vehicles and equipment by fully trained operators is essential to mission accomplishment. Every vehicle operator must demonstrate a level of competence to operate government equipment. The same standard is also required for equipment leased to private organizations and used for morale, welfare, and recreation purposes (Including motorized bicycles, and non-government equipment).

1-4 References

See Appendix A

1-5 Definitions

1-5.1 Automotive-Type Vehicles and Equipment

All self-propelled, motor or engine driven vehicles, and equipment to include trailers that are used in connection with the movement of personnel, supplies, cargo, or equipment. It also includes non-self-propelled equipment used in conjunction with construction procedures, movement of supplies and equipment, and other functions described in contracts.

1-5.2 Emergency Vehicles

Ambulances, Police/Security Vehicles, Firefighting Vehicles, Wreckers, Environmental Response Vehicles and Explosive Ordnance Disposal Vehicles.

1-5.3 Residential Area on Kwajalein

a. Land areas north of Fifth Street located between Lagoon Road and the Ocean Road shoreline.

b. Land areas north of Sixth Street located between Lagoon Road and the Lagoon shoreline.

c. All parking areas adjacent to the bachelor quarters and all temporary contractor (man camp) housing areas.

1-5.4 Official Use

Operation of a vehicle in conjunction with normal mission and support activities within USAG-KA.

1-5.5 Authorized Use

Operation of a vehicle with the specific written approval of an authorizing official.

1-5.6 Personal Use

Operation of a vehicle specifically for personal reasons. This includes support of personal business or commercial activity.

1-5.7 Family Member

Immediate members of an employee's family who reside on Kwajalein and whose status on the island is due to the employee's job.

1-5.8 Central Motor Pool (CMP).

a. Is where all maintenance is conducted and where all daily dispatches are provided on Class C Equipment.

b. Is a pool of vehicles and equipment controlled and dispatched daily by the Automotive Department.

c. This equipment is parked in a designated area adjacent to the Automotive Department when not dispatched.

1-5.9 Sub-Pools

Designated locations approved by the Commander, USAG-KA, where Class B vehicles and equipment are parked, consolidated and dispatched by an appointed manager on a daily basis to meet mission requirements of an organization.

1-5.10 Decal Vehicles

Selected vehicles authorized unrestricted parking access to residential areas for official purposes. Decal vehicles will normally be restricted to emergency response and mission support vehicles that are parked overnight in the residential areas.

1-5.11 Range User

Any federal government agency having a test program approved to use a range or test facility, and any foreign government and/or foreign or domestic commercial organization whose support needs are presented and sponsored by the United States Government.

1-5.12 Range Contractor

A Range contractor or subcontractor who provides support directly to USAG-KA under terms of a contract for such support.

1-5.13 Host Organization

A Range contractor, subcontractor, or USAG-KA staff agency exercising management control of assigned facilities that provide services and/or facilities to another organization.

1-5.14 Tenant Organization

An organization that receives services and occupies facilities provided by a host activity.

1-5.15 Authorized Parking Location

Locations identified where users may park their vehicles / equipment at the end of a work day. This could be at the work site or a centralized location combining users from different work sites. These units are dispatched from the CMP on extended period in increments of 7 calendar days.

1-5.16 Class B Vehicle / Equipment

Vehicles and equipment assigned to a sub-pool for dispatching and control.

1-5.17 Class C Vehicle / Equipment

Vehicles and equipment assigned to the Central Motor Pool (CMP) for dispatching and control.

1-5.18 Vehicles / Equipment Operated at USAG-KA

This includes all vehicles and equipment located on an island controlled by USAG-KA. Examples include the Republic of the Marshall Islands, San Juan Construction, Department of Energy, Corps of Engineers, and project vehicles.

1-5.19 Commercial Activity

An activity (business) for personal or monetary gain.

1-5.20 Bicycle

A vehicle consisting of tubular metal/carbon fiber frame mounted on one or more wire-spoke or plastic wheels, one behind the other, and equipped with handlebars and a saddle like seat. It is self-propelled by foot pedals (non-mechanical). Includes tricycles, unicycles and other pedal-propelled devices.

1-5.21 Driver

Any person who operates or is in physical control of a vehicle, to include golf carts, motor vehicles of any size, or any other electric vehicle. A driver is in physical control when in position to control the vehicle, whether to regulate or restrain its operation or movement. This shall include sitting in a parked car behind the steering wheel.

1-5.22 Rider

Any person who operates or is in physical control of a bicycle, skateboard, roller skates/blades, or any other self-propelled equipment, wheeled vehicle or equipment.

1-5.23 Driver's License

A license to operate a vehicle under laws of a State, the District of Columbia, a U.S. territory or possession, a host country, or under international agreements (international driver's license). Also, vehicle operator's permit issued by an agency of the U.S. Government, or an overseas command.

1-5.24 Driving/Riding Privilege

The privilege extended by an installation commander to a person permitting the operation of a vehicle or bicycle, to include all electric or gas-powered vehicles, within the limits of the installation.

1-5.25 Intoxicated Driving

Driving, operating, or being in actual physical control of a vehicle under any intoxication caused by alcohol or drugs in violation of applicable federal, state, or military laws and regulations.

1-5.26 Public Intoxication

Riding or walking a bicycle, or any other self-propelled equipment while intoxicated to the point an individual constitutes a danger to themselves or others.

1-5.27 Traffic Accident

An unintended event causing injury or damage, and involving one or more vehicles on USAG-KA Defense Sites. This includes any vehicle or self-propelled equipment, with or without injury.

1-5.28 Moving Violation

A violation of any traffic law, ordinance, or regulation while operating a vehicle or any other self-propelled equipment.

1-5.29 Unsafe Act

An act or omission in traffic that is hazardous or causes an unsafe condition.

1-5.30 Revocation of Driver's License

The termination, by formal action or non-renewal by a State, host nation, or installation commander or designee, of a person's license or privilege to operate a motor vehicle.

1-5.31 Revocation of Driving or Riding Privileges

Action taken by an installation commander or designee, to terminate a privilege to operate a vehicle or self-propelled equipment on a military installation.

1-5.32 Suspension of Driver's License

The temporary withdrawal by formal action of State, host nation, or installation commander or designee of a person's license or privilege to operate a motor vehicle on the public highways or a military installation.

1-5.33 Suspension of Driving or Riding Privileges

The temporary withdrawal by an installation commander of a person's privilege to operate a motor vehicle or self-propelled equipment on a military installation for up to 12 months. Privileges normally are automatically restored on the day after the date the suspension ends.

1-5.34 Traffic Laws

All laws, ordinances, and regulations concerning roadway traffic, including regulations on weight, size, and type of vehicles, bicycles, roller skates/blades, scooters, skateboards, and vehicle/bicycle cargo containers.

Chapter 2

RESPONSIBILITIES

2-1 USAG-KA Commander

- a. Ensures internal control procedures for assigned government owned vehicles comply with the requirements of this regulation.
- b. Ensures assigned members and tenant activities are aware of the contents of this regulation.

2-2 USAG-KA Command Sergeant Major

- a. Ensure internal control procedures for assigned government owned vehicles comply with the requirements of this regulation.
- b. Ensure that all visitors hosted by HQ, USAG-KA are aware of requirements established by this regulation when authorized to operate vehicles.

2-3 USAG-KA Provost Marshall

- a. Apprises the Commander, USAG-KA, on violations regarding this regulation.
- b. Implements actions taken by the Commander or his representative based on this regulation.

2-4 USAG-KA Command Counsel

Provide staff assistance as required, to ensure implementation of this regulation.

2-5 Logistics Support Contractor (LSC)

Establish control measures to ensure compliance with requirements contained in this regulation and the LSC scope of work.

2-5.1 Develop Procedures Approved by the USAG-KA Commander to assured:

- a. Dispatch procedures and sub-pool operations meet the intent of DA Pamphlet 750-8 and other applicable regulations. These procedures are at Appendix C of this regulation.

b. Operator responsibilities and procedures are defined, clear, and provided in writing to each person operating a vehicle or equipment in USAG-KA area of responsibility. These procedures are at Appendix D of this regulation.

c. Government licensing procedures are well defined, adequate, to Army Regulation 600-55, and in compliance with all other applicable regulations and guidelines. These procedures are at Appendix E of this regulation.

d. Maintain a current listing of designated sub-pool managers and parking areas as reported by using activities. Develop and implement procedures to assure proper control over assignment and operation of vehicles and equipment. Meet the transportation requirements in an efficient manner. This includes all recurring and special requirements.

e. Conduct random checks to determine if vehicles are in a safe and serviceable condition. These checks will be performed during service station stops and on-site or roadside spot-checks. Any serious deficiency found during these checks that should have been previously detected, corrected, or reported will be immediately reported in writing to the manager of the using activity with an information copy provided to the Commander, USAG-KA, ATTN: IMKW-ZA. Repeat violations may result in re-training the operator or return of the vehicle to Class C dispatch procedures for closer supervision by maintenance personnel.

f. Continuously monitor all vehicle/equipment usage and requirements. Analyze the necessity of continued use and recommend vehicle reductions or redistribution to Commander, USAG-KA, ATTN: IMKW-ZA, based on the requirements established under the LSC PWS/Scope of work.

g. Advise the Commander, USAG-KA, ATTN: IMKW-ZA of failure of using activities to cooperate in the administrative procedures established under this regulation and related LSC procedures.

2-6 Security and Access Control Contractor (SACC):

Conduct surveillance within residential and industrial areas to ensure that the provisions of this regulations are implemented. Violators will be reported to the law enforcement personnel. Citations will be forwarded to the LSC Automotive Department for appropriate action and posting to Operator's qualification records.

2-7 Range Safety Office

Provide staff assistance visits as required within areas of responsibility to ensure effective implementation of this regulation.

2-8 Logistics Readiness Center (LRC) Director:

- a. Provide overall staff responsibility for implementation of this regulation.
- b. Establish internal control procedures for assigned government owned vehicles to ensure compliance with the requirements of this regulation.
- c. Monitor and evaluate LSC compliance with this regulation and associated procedures developed and implemented by LSC as approved by Commander, USAG-KA.
- d. Provide recommendations to Commander, USAG-KA, based on using activities found in repeated violation of this regulation.

2-9 Automotive Department

- a. Manages the driver testing/licensing program on the installation.
- b. Implements the vehicle registration and parking program on the installation.
- c. Tracks and maintains the driving records and traffic point system on the installation.

2-10 Managers / Supervisors

- a. Ensure compliance with this regulation.
- b. All personnel required to operate vehicles are properly licensed. An organizational sub-pool supervisor is designated to perform the requirements stipulated in Appendix C.
- c. Vehicles are used in an efficient manner to minimize fuel consumption and reduce unnecessary vehicle use. Managers will take action to ensure controls are in place that will:
 - (1) Eliminate non-official/unauthorized use.
 - (2) Minimize official use.
 - (3) Consolidate trips.
 - (4) Promote fuel-efficient driving practices.
- d. All persons authorized to operate vehicles within their organization, to include official visitors, become aware of the requirements contained in this regulation. As a minimum, a copy of this regulation will be kept on file with the signatures of all assigned personnel indicating that they have read it.

e. Operators of assigned equipment are to performing the required preventative maintenance check and services to include good corrosion prevention practices. Due to the corrosive environment all equipment will be washed weekly. All equipment managers/supervisors will ensure equipment is carried to the LSC CMP to get washed prior to weekly dispatch, and wash status will be recorded on the maintenance worksheet. Any deviation from this requirement must be approved by the Commander USAG-KA, or designated representative.

f. Comply with the requirements of Appendix E to ensure all operators are fully qualified.

2-11 Individual Responsibilities

Individuals will comply with all requirements of this regulation. Report known or suspected violations to law enforcement personnel, report unsafe or defective vehicle conditions to the dispatcher, and ensure family members/guests follow the requirements outlined with this regulation.

Chapter 3 POLICY and PROCEDURES

3-1 General

Use of electric or motorized vehicles and equipment will be limited to official authorized use as established by this regulation. Unauthorized, personal use of vehicles or equipment subjects that person to possible sanctions under the provision of U.S. Code 31, Section 1349.

3-2 Official Visitors

Requests for and assignments of vehicles for use by official visitors will be maintained at an absolute minimum consistent with official use requirements or contract agreements.

3-3 Assignment Control and Usage

Meet the intent of AR 58-1 and DA Pamphlet 750-8 which establish vehicle assignment, dispatch, control, usage, and maintenance procedures. These procedures will be implemented by the Logistics Support Contractor (LSC) as described in the statement of work. Procedures will be implemented based on approval of the Commander, USAG-KA, or his/her designated representative.

3-4 Vehicle Decals

Decal vehicles will be limited to activities / personnel requiring quick response time to mission requirements and emergencies endangering the health or wellbeing of the community residents. The Commander, USAG-KA or his/her designated representative will approve decals for parking in restricted areas. Parking decal procedures are defined in Appendix B.

3-5 Parking

3-5.1 General

a. Except for emergency vehicles in the performance of their duties, no person shall stop, stand, or park a vehicle or bicycle on the traveled section of a roadway for any purpose except when necessary to yield to other traffic.

b. Vehicles used in the performance of job duties may park on the traveled section of a roadway when no other designated location is available. Under this condition, the operator is required to place an orange safety cone or other highly visible safety device 15 feet from the rear of the vehicle.

3-5.2 Procedures

a. Vehicles will park in designated locations, such as parking lots or parking stalls. Where provided, bicycles will park in bicycle parking areas or racks.

(1) All Class C dispatched vehicles will be returned to designated parking locations in the CMP upon completion of dispatch, unless authorized in writing or by this regulation to do otherwise.

(2) Class B dispatched vehicles and equipment may be parked at job sites during active projects and returned to the sub-pool upon project completion. All other Class B vehicles and equipment will be returned to the sub-pool at the end of the workday.

(3) No vehicle, government or contractor will be parked overnight in the residential areas without specific authorization from the Commander, USAG-KA, or designated representative.

(4) Permanent parking authorizations will be issued special decals in accordance with (IAW) Appendix B of this regulation.

(5) Requests for temporary overnight parking will be submitted on a Special Transportation Request; through the LSC CMP to the Commander, USAG-KA, or his/her designated representative for approval.

(6) Vehicles and bicycles will not park where signs indicate "No Parking."

(7) Vehicles and bicycles will not park within 10 feet of a fire hydrant.

(8) Vehicles and bicycles will not park where they impede the flow of normal traffic.

(9) Vehicles and bicycles will not park in fire or service lanes.

(10) Vehicles and bicycles will not park on sidewalks, in crosswalks, or in front of entrances to facilities.

(11) Where practical, work vehicles and rented vehicles (FMWR) will park in the lawn areas off the road if designated parking is not available.

(12) Post Office Access. Emergency vehicles are the only style of vehicle authorized to park at the rear of the Post Office.

3-6 Control

Vehicle usage will be monitored and controlled at the supervisor/manager level to minimize fuel consumption and reduce unnecessary vehicle mileage.

3-7 Dispatch

All vehicles will be dispatched IAW DA Pamphlet 750-8 using equipment record folders. Required dispatching procedures are prescribed in Appendix C of this regulation.

3-8 Dispatch Type Determination

The LSC will establish and maintain a list of type of dispatch that the equipment is normally on. The designation of the B or C will also be indicated on the vehicle front and rear bumper.

3-9 Preferred Transportation

Scheduled public conveyance will be used as the primary mode of transportation to and from work site locations.

3-10 Sub-Pools

USAG-KA will operate a sub-pool at Buildings 901 and 1010. Legacy Sub-Pools/Parking are located at Palm Circle, 1740, 362,560 and 603 for economy efficiency and mission. All other departments or work centers that desire to establish a sub-pool must request authority to do so IAW Appendix C of this regulation.

3-11 Over-Size Items

Transportation for merchandise too large to be transported on a bicycle will be provided by the retail store. However, there may be a delivery fee assessed for any items purchased from AAFES.

Chapter 4

SPECIAL TRANSPORTATION REQUIREMENTS

4-1 Authorized Activities

Vehicle transportation may be provided for authorized activities that are recognized by the Commander, USAG-KA. Transportation is provided only when failure to do so would clearly have detrimental effects on that activity.

4-2 Personal Use

The personal use of electric and motorized vehicles or equipment is not authorized, with the exception of MWR rental vehicles. The use of government vehicles is authorized as listed below when approved by the Commander, USAG-KA or his/her designated representative.

4-2.1 Official Functions and Parties

This type of use is in support of organized activities that have been authorized by the Commander USAG-KA (or his/her designated representative) for USAG-KA activities or a site manager (or his/her designated representative) for contractor activities. In general for contractor activities, if the event is reimbursable to the Government under the contract, then government vehicles may be used.

4-2.2 Hauling Requirements

Movement of personal belongings from one residence to another is authorized if the government or housing office directed the move. Relocations being made for the personal convenience of the occupant will be at the occupant's expense through the use of CMP rental vehicles.

4-2.3 Shuttle Service

Shuttle service is available to personnel and their family members departing the island temporarily for reasons such as emergency leave or vacation. This service can be arranged by contacting the CMP at least twenty-four hours prior to the requirement and providing the number of passengers and baggage. This service will also be provided during all scheduled arriving flights. A shuttle and truck will be posted at the terminal to move personnel and baggage from the terminal to their residence. Use of government vehicles other than the shuttle to take individuals to and from the airport for personal travel is not authorized.

4-3 Rental Vehicles

Service is provided on a first-come, first-served basis. Information on rental procedures and costs can be obtained from the LSC Automotive Department. Rental vehicles are authorized for support of a commercial or private organization.

4-4 Quality of Life Vehicle Rental Program

The LSC CMP maintains a very limited amount of equipment for quality of life rental. This equipment is available to rent seven days per week and it is rented by appointment only. Persons requiring the use of a vehicle may reserve it from the LSC CMP. These assets can be rented by all residents possessing a USAG-KA or a United States driver's license.

4-5 Special Transportation Request

All Special Transportation Requests for LSC CMP vehicles must be approved by the senior department head or his/her designated representative. Complete justification will be provided on the form to include the circumstances for not using organic assets, bicycles or public work transportation. The LSC Automotive Department will determine availability of the requested vehicle

VEHICLE OPERATIONS

5-1 Condition

Only safe and serviceable vehicles will be operated within USAG-KA. The LSC automotive department inspectors are responsible for making safe and serviceable determinations for all vehicles/equipment regardless of ownership. Any further determination must be approved by the Commander, USAG-KA, or designated representative.

5-2 Roadway

All vehicles will be operated on the right side of the roadway.

5-3 Compliance

Vehicle and equipment operators will comply with all USAG-KA, international traffic signs and posted speed limits.

5-4 Responsibility

All persons operating government and non-government vehicles/equipment within USAG-KA will comply with the requirements of "USAG-KA vehicles/equipment operational procedures." A copy of this procedure will be provided to operators prior to issuing them an operator's permit. A statement signed by each operator will be kept on file indicating that they were provided the procedure, have read, and agrees to comply with it. Sponsors of TDY personnel will ensure that all drivers comply with these procedures. The operational procedures and operator's statement are at Appendix D.

5-5 Smoking

Smoking in or on government vehicles is prohibited. Additionally, smoking is prohibited while operating self-propelled equipment on USAG-KA roadways.

5-6 Alcohol

The consumption of alcohol, or possession of an open container of alcohol, is prohibited while operating a vehicle or self-propelled equipment on USAG-KA roadways.

Chapter 6

PERSONAL USE / PRIVATELY OWNED / HEALTHCARE VEHICLES

6-1 Personal Use

6-1.1 Other than FMWR rental vehicles, the personal use of vehicles on USAG-KA is not authorized.

a. Use of work vehicles to travel between the individual's home and place of employment, to run personal errands, to travel to retail establishments, dining facilities, the gym, the bank, or the food court is prohibited.

b. Transportation of personnel or dependents to or from the airport is prohibited, unless the traveler is on official business or is PCS'ing.

c. Transporting alcohol in a work vehicle is prohibited.

6-1.2 Personnel who misuse work vehicles may be subject to adverse personnel action by their employer or adverse administrative action by the command.

6-1.3 The use of work vehicles is authorized as listed below when approved by the Commander, USAG-KA or designated representative:

a. Official functions. This type of use is authorized when in support of organized activities that have been authorized by the Commander or designated representative for USAG-KA or contractor activities.

b. Hauling Requirements. Movement of personal belongings from one residence to another is authorized if the government or housing office directed the move. Relocations being made for the personal convenience of the occupant will be at the occupant's expense through the use of FMWR rental vehicles.

c. Shuttle Service. Shuttle service is available to personnel and their family members departing the island for reasons such as emergency leave, vacations, or PCS. Use of government vehicles other than the shuttle to take individuals to and from the airport for personal travel is not authorized.

6-2 Privately Owned Vehicles

Engine/motor powered privately owned electric vehicles and electric bicycles are not authorized within USAG-KA. Electric children's toys are allowed and not governed by this policy.

6-3 Bicycles and Skateboards

All bicycles and other self-propelled equipment within USAG-KA will comply with the operation and safety standards prescribed. See Appendix F, Bicycles, and Appendix G, Skateboards, Roller Skates/Blades, Wheeled Shoes, Scooters, and Other Self-Propelled Equipment, for further information.

6-4 Healthcare Vehicles

6-4.1 Kwajalein Hospital

The hospital has final responsibility for determining healthcare conditions that limit an individual's ability to use public transportation. After medical evaluation, the provider will notify the patient that their healthcare condition will limit their ability to use public transportation services and provide evaluation documentation.

6-4.2 Government Owned Vehicles (GOV) Request

Supervisors/site managers may request a temporary GOV vehicle from unit assets based on provider's evaluation. GOV vehicles may be used to transport the individual between their quarters and workplace for a specified period of time. A fellow licensed driver may drive the vehicle on behalf of the individual. The GOV will be parked at an established parking area or at the place of employment. Under extreme circumstances, supervisors/site managers may request overnight parking at the individual's residence.

6-4.3 Privately Owned Vehicle (POV) Request

Individuals may request use of a temporary power assisted vehicle based on providers evaluation. Healthcare POV's are defined as "electric tricycles propelled by either a combination of the cyclist and a motor."

a. Healthcare POV's are subject to all the rules of the road, plus local laws governing the operation and safety of electric tricycles. The output of the electric motor fitted to a tricycle or bicycle must not exceed 0.1kw. The motor cannot propel the vehicle when it is traveling at more than 25 mph on a flat surface (electric motor and human power combined).

b. Healthcare POV's must have at least three wheels, a seat and pedals for self-propulsion. It must also have a switch that, when released by the rider, cuts the power to the motor. Additionally, it must also have the ability to disengage or cease to function when the vehicle's brakes are applied.

Chapter 7 EMERGENCY VEHICLES

7-1 Policy

Police vehicles, police bicycles, ambulances, and firefighting vehicles are designated as emergency vehicles and are the only vehicles authorized to use sirens and/or emergency lights.

a. In response to an emergency, operators of emergency vehicles will operate them with due caution so as not to jeopardize their safety or others.

b. Emergency vehicles responding to emergency calls may exceed the posted speed limit in a manner that is reasonably prudent, and then only when it is safe to do so.

c. Emergency vehicles will use the flashing emergency lights and/or siren when responding to an emergency.

d. Operators of emergency vehicles will ensure that intersections are clear before proceeding, especially at Stop and Yield signs.

Chapter 8 PROCEDURES

8-1 Sub-Pool Establishment

Requests for additional sub-pools will be submitted through the LSC Automotive Department Manager prior to submission to USAG-KA.

8-2 Operator Permits

All vehicle/equipment operator permits are issued IAW the requirements of Appendix E of this regulation.

8-3 Tenant Activities

Tenant organizations will establish internal control procedures for contractor-owned or government-owned vehicles to ensure compliance with the intent of the provisions of this regulation.

Chapter 9

PEDESTRIAN RIGHTS AND RESPONSIBILITIES

9-1 Sidewalks

Pedestrians should utilize sidewalks whenever possible.

9-2 Roadways

9-2.1 All persons walking upon roadways during the period between sunset and sunrise should wear light colored clothing and/or reflective material. The use of a light is highly recommended.

9-2.2 When possible, walk only on the left side of the roadway or its shoulder facing traffic.

9-2.3 This provision also applies to joggers not running in a unit formation.

9-2.4 The wear of headphones/earphones or any audio device while walking or jogging on or adjacent to roadways or roadway intersections on USAG-KA is prohibited.

Chapter 10

SPEEDING

10-1 General

No person will operate a vehicle on USAG-KA at a speed greater than the posted speed limits, nor at a speed greater than what is reasonable and prudent under the existing road conditions.

10-2 Specifics

When no special hazard exists, the following speed limits are established:

a. 15 mph Speed Limit:

(1) The maximum speed limit on USAG-KA is 15 miles per hour (mph).

(2) The 15 mph limit begins at 9th Street and extends south into the industrial area.

b. 10 mph Speed Limit:

(1) The maximum speed limit in residential areas is 10 mph unless otherwise posted.

(2) The 10 mph limit begins at 9th Street and extends north through the “downtown area and into the residential area, north of 6th Street.

(3) The maximum speed limit on non-paved roads and when passing pedestrians is 10 mph, except when specified as a marked fire lane.

c. 5 mph Speed Limit. The maximum speed limit on marked fire lanes in the residential area is 5 mph.

d. Bicycle Speed Training:

(1) On Kwajalein, the area surrounding the airfield, bordered by 9th Street, Ocean Road, Olympus Drive, and Lagoon Road, is designated as a “bicycle training area.” Bicyclists training for speed and endurance may operate up to 35 mph in this area.

(2) Riders must wear helmets and ride in a clockwise direction on the right hand side of the roadway around the airfield area.

(3) Training is limited to between sunrise and sunset unless posted speed limit is observed.

(4) Pedestrians always maintain the right-of-way.

Chapter 11

IMPLIED CONSENT PROVISION

11-1 Implied Consent to Blood, Breath or Urine Tests

a. By Virtue of operating a vehicle on a military installation it is implied that, if lawfully stopped, apprehended, or cited for an offense committed while operating or in control of a vehicle, the individual has given “implied consent” to the search of his/her person.

b. An individual’s refusal under the “Implied Consent” provision may automatically result in up to one-year revocation of driving privileges. Mandatory revocation of driving privileges for refusal to submit to or complete a chemical test shall not prevent initiating judicial, non-judicial, or administrative action against an individual based on other competent evidence.

c. The law enforcement official relying on implied consent shall warn the person that driving privileges will be revoked if the person fails to voluntarily submit to or complete a requested chemical test.

d. The person does not have the right to have an attorney present before stating whether he or she will submit to a test, or during the actual 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 shall complete a sworn statement describing the events relating to the offense including the refusal to submit to chemical testing. The Garrison Commander, upon receipt of the sworn statement, may take action to order a person to submit a BAC test.

Chapter 12

SUSPENSIONS, PENALTIES, NOTIFICATION AND APPEALS, AND EXCEPTIONS

12-1 Suspensions and Revocations

12-1.1 Authority

Authority to operate a vehicle at USAG-KA may be suspended or revoked for cause at any time by the Commander or designated representative.

a. Suspension of driving privileges is a driver improvement measure normally applied to individuals when other measures, such as an official warning or remedial training fail to produce the desired driver improvement. Suspension of the driving privilege is for a specific period of time, not more than 12 months.

b. The revocation of the installation driving privilege is a severe measure normally exercised when other available corrective actions such as an official warning, remedial training, or suspension fail to produce the desired driver performance. Revocation of the driving privilege is for a specific period of time but never less than six months.

c. Upon receipt of notice that an operator's authorization to operate a vehicle on USAG-KA has been suspended or revoked, the operator must turn in his/her operator's permit to the Manager, Automotive Service within 48 hours.

d. The Director of Emergency Services is authorized to conduct reviews and suspend installation driving privileges in cases in which the USAG-KA Commander or designated representative is not reasonably available and, in the judgement of the Director of DES, such immediate action is warranted. Review by the USAG-KA Commander or designated representative, shall follow as soon as practicable in such cases. Suspensions in these cases shall not be for more than 30 calendar days in duration without approval of the USAG-KA Commander.

12-1.2 Remedial Training

The Commander or designated representative may order, for any reason, attendance at remedial driver training. Additionally, the following individuals may recommend remedial driver training:

a. Chief Medical Officer, in the even an individual is suffering from physical or mental limitations.

b. Chief of Police or designated representative.

c. Manager, Automotive Services or designated representative.

12-1.3 Suspension of Driving Privileges

a. Suspension of driving privileges may occur given the following situations:

(1) When an individual accumulates 12 traffic points within 12 consecutive months, or 18 traffic points within 24 consecutive months. Points are assessed against violators for the following traffic offenses outlined in Table 12-1.

(2) If an individual commits a driving offense (defined as more than three points under this regulation or AR 190-5, Motor Vehicle Traffic Supervision) while awaiting adjudication or administrative due process for the commission of another driving offense.

b. Alcohol-related driving incidents.

(1) Suspension will be immediate, pending resolution of the intoxicated or drug-related driving incident.

(2) For all alcohol-related driving offenses, evidence readily available shall be presented promptly to the Commander or designated representative for review and authorization for immediate suspension of installation driving privileges.

Table 12-1 Point Assessment for Traffic Violations

Violation: Reckless driving (willful and wanton disregard for the safety of persons or property) Points Assessed: 12
Violation: Knowingly and willfully permitting another individual who is physically impaired to operate one's vehicle Points Assessed: 12
Violation: Fleeing the scene (hit and run) Points Assessed: 12
Violation: Failure to report a traffic accident in a timely manner Points Assessed: 6
Violation: Driving more than 20 miles per hour (mph) above the posted speed limit Points Assessed: 6
Violation: Driving 16-20 mph above the posted speed limit Points Assessed: 5
Violation: Driving 11-15 mph above the posted speed limit Points Assessed: 4
Violation: Failure to Yield Points Assessed: 4
Violation: Driving 1-10 mph above the posted speed limit Points Assessed: 3
Violation: Speed too fast for conditions Points Assessed: 3
Violation: Following too close Points Assessed: 3

Violation: Failure to obey traffic signals or traffic instructions of an enforcement officer; or any official regulatory traffic sign or device requiring a full stop or yield of right-of-way Points Assessed: 3
Violation: Improper passing Points Assessed: 3
Violation: Improper turning movement Points Assessed: 2
Violation: Failure of operator or occupants to use seatbelt Points Assessed: 2
Violation: Improper/Illegal parking Points Assessed: 2

12-1.4 Revocation of Driving Privileges

a. All circumstances leading to suspensions or revocations are also subject to other discipline as appropriate, such as criminal prosecution and/or bar actions. Revocation of driving privileges may occur, but is not limited to the following situations:

(1) One year for refusal to submit to or failure to complete chemical tests (implied consent) to determine contents of blood for alcohol or other drugs; operating a motor vehicle under the influence; a person is found to be impaired or under the influence of marijuana, narcotics, or other non-prescribed, controlled substances while operating a vehicle; operating a vehicle under the influence of any narcotic, any felony involving the use of a vehicle, fleeing the scene of an accident, and false statement made involving the ownership or operation of motor vehicles; a finding of incompetency to drive a motor vehicle, for the commission of an offense in the U.S., for which, if committed on the installation, is grounds for suspension or revocation, the unlawful use of a driver's license, or a conviction for eluding or attempting to elude a police officer while driving a motor vehicle.

(2) Two years when a person is found driving on the installation during suspension or revocation of their driving privileges.

b. The period of revocation under this section will be computed from the date the original suspension was imposed, excluding any period of time when full driving privileges were restored pending resolution of the charges.

12-1.5 Reporting

The LSC Automotive Department Manager will report all violations of this regulation to the appropriate site manager, the USAG-KA Provost Marshal Office (PMO) and the Commander, USAG-KA.

12-2 Penalties

All violations concerning both bicycles and vehicles are subject to disciplinary action in accordance with, but not limited to, those found in USAG-KA Regulation 190-50, Administrative Bar Actions. Juveniles may be referred to the Juvenile Review Board. Separate disciplinary action may be initiated on the basis of any traffic offense in addition to the administrative action found in this regulation.

12-3 Notification and Appeals

12-3.1 Notification

a. When the USAG-KA Commander or designated representative suspends or revokes the authorization to operate vehicles, a notice will be sent to the individual through their human resources office, sponsor, or applicable point of contact. A notice will also be sent to the Manager of Automotive Services, the PMO, and the USAG-KA Legal Office.

b. Notice of suspension of installation driving privileges shall be provided as soon as possible. For active duty military personnel and DoD civilians assigned to USAG-KA, written notice of the suspension will be provided to the individual, the Commander, PMO, and the USAG-KA Legal Office. For Host Nation and Contractor personnel, written notice of the suspension will be provided to the individual, the individual's human resources office (if applicable), the Host Nation Office (if applicable), the PMO, and the USAG-KA Legal Office.

12-3.2

For offenses other than intoxicated driving, the person may appeal the suspension to the USAG-KA Commander or designated representative as described in USAG-KA Regulation 190-50, Administrative Bar Actions.

12-4 Exceptions

Submit requests for exception to this regulation to: Commander, USAG-KA, ATTN: IMKW-ZA.

THOMAS S. PUGSLEY
COL, FA
Commanding

APPENDIX A

References

Section I

Publications

AR 58-1

Management, Acquisition, and Use of Motor Vehicles

AR 190-5

Motor Vehicle Traffic Supervision

AR 385-40

Accident Reporting and Records

AR 385-55

Prevention of Motor Vehicle Accidents

AR 600-55

The Army Driver and Operator Standardization Program

DA PAM 750-8

The Army Maintenance Management System

DOD 4500.36R

Management, Acquisition and Use of Motor Vehicles

USAG-KA Regulation 210-21

Control of Alcoholic Beverages and Intoxicants on USAG-KA

USAG-KA Regulation 190-50

Administrative Bar Actions

APPENDIX B

Section II

Vehicle Parking Decal Procedures

B-1 Purpose

To provide standard procedures for controlling vehicle parking in designated areas on Kwajalein and Roi-Namur and provide procedures for requesting exceptions to this regulation.

B-2 Definitions

All necessary definitions for this appendix are listed in Chapter 1 of this regulation.

B-3 Responsibilities

B-3.1 The LSC Automotive Department manager is responsible for the implementation and administration of parking decal procedures. This responsibility includes development of standard operations procedures and Instructions.

B-3.2 All tenant organizations utilizing government furnished and privately owned equipment are required to comply with the requirements of this regulation.

B-4 Requirements

B-4.1 No vehicle, government or contractor will be parked overnight in the residential areas without specific authorization from the USAG-KA Commander or his/her designated representative. This includes "Man Camps".

B-4.2 Permanent authorization may be obtained by requesting exception to this policy from the USAG-KA Logistics Resource Center (LRC) Director. Exceptions will be kept to a minimum and normally limited to vehicles and positions that require emergency response times to situations that affect safety, medical needs and emergency engineering services. Requests for permanent parking decals will be forwarded through the Automotive Department and the Logistic Support Contractor (LSC).

B-4.3 Temporary authorization may be obtained by submitting a LSC special transportation request to the USAG-KA Logistics Resource Center. This form must list full justification and will be kept on the dash of the vehicle while parked.

B-4.4 Habitual violators of this policy are subject to loss of driving privileges at USAG-KA command discretion.

APPENDIX C

Section III

Dispatch Procedures and Sub-Pool Operations

C-1 Purpose

To provide standard instructions and control of vehicles and equipment at USAG-KA. The LSC Automotive Manager is responsible to develop dispatch procedures, and sub-motor pool standards for compliance with this appendix.

C-2 Definitions

C-2.1 Light vehicles: Administrative vehicles with a gross weight of less than 2000 pounds such as carryalls, pickups, step vans, scooters and minivans.

C-2.2 Heavy vehicles: General use equipment heavier than 2000 pounds.

C-2.3 Special equipment: Construction, firefighting, material handling, maintenance service vehicles, and equipment.

C-3 Responsibilities

C-3.1 The LSC Automotive Department Manager is responsible for implementation of this control procedure within the scope of the reference documents. This responsibility includes development of appropriate procedures and instructions.

C-3.2 All tenant organizations utilizing government furnished equipment are responsible to comply with the requirements of this regulation and appendices.

C-3.3 All operators of government equipment are responsible to comply with this regulation and appendices.

C-4 Procedural Requirements

C-4.1 The LSC will dispatch all government provided vehicles and equipment on the basis of operational requirements and quantities best suited to meet all missions. The Commander, USAG-KA or his/her designated representative must approve authorization for Class B vehicle dispatches.

C-4.2 All vehicles will have a letter B or CMP stenciled on the front and rear bumper, indicating which types of dispatch the vehicle is controlled by. Operators dispatching equipment from the CMP or sub-pools assume full responsibility for the safe operation and daily maintenance of that vehicle, while it is in their custody. Operator responsibilities are clearly defined in Appendix C.

C-5 Central Motor Pool Operations

The LSC Automotive Department will operate a Central Motor Pool (CMP) from which vehicles may be drawn for hourly or daily trip requirements. Extra vehicles to support mission requirements can be obtained for short periods of time from the CMP fleet. Normal service will be on a “first come, first served” basis. Vehicles required for less than two hours can be obtained directly from the CMP dispatcher. All vehicles required for longer than two hours must be obtained on a DI/KWJ Form 105. All vehicles will be returned to the CMP parking area at the completion of dispatch unless the Commander, USAG-KA or his/her designated representative has granted an exception.

C-6 Sub-Pool Operations

Sub-pools may be established when distance, economy or effectiveness justifies. All sub-pools will remain under the primary control of the CMP dispatch office. Written requests to establish sub-pools will be submitted through the Automotive Department to the USAG-KA Commander for consideration. Sub-pool operation and application procedures are outlined in LSC.

APPENDIX D

Section IV

Vehicle Operations Procedures and Operator Responsibilities

D-1 Purpose

D-1.1 Establish responsibilities and guidelines for performing operator service checks on all vehicles and equipment assigned for use at USAG-KA.

D-1.2 Describe the system for reporting discrepancies to the Automotive Maintenance Department.

D-1.3 Establish a standard checklist for operator use during daily inspections.

D-1.4 Communicate safe, responsible, and lawful use of motorized and self-propelled equipment.

D-2 Responsibilities

D-2.1 Manager, Automotive Services, is responsible to implement and enforce the procedures listed in this appendix. He/she reports all violations that he/she is unable to resolve to USAG-KA. He/she ensures the discrepancies listed on the operator's checklists are thoroughly reviewed by a qualified inspector at the time they are provided to the administrative section.

D-2.2 The manager of each activity using vehicles is responsible for instructing his/her personnel on the procedures established in this regulation.

D-2.3 Mid-level and first-line supervisors are responsible for ensuring vehicles and equipment is properly checked and the required entries are made on the driver checklist and vehicle control form DI/KWJ Form 1255.

D-2.4 All operators of government owned and non-government vehicles and equipment at USAG-KA are responsible for complying with the requirements of this regulation.

D-2.5 Accident Reporting. Operators of any vehicle involved in a traffic accident will immediately report the accident to law enforcement personnel and the LSC Automotive Department.

D-3 Procedures

D-3.1 A driver checklist and vehicle control mileage report form will be provided daily in the vehicle logbook for government equipment. The first operator of the vehicle each day is responsible to perform the before operation checks. If the operator notices a deficiency they will list it on the checklist. The last operator of the day is responsible to perform after operations checks. He/she will note any deficiencies and add end of the day hours/miles to the check list. The dispatch manager will check logbook daily to insure operators are in compliance with this regulation.

D-3.2 At the end of each dispatch, all checklists are turned in to the dispatcher prior to receiving a new dispatch. The dispatcher will file the checklists and forward them to the Automotive Services Department when the vehicle is turned in for maintenance or on the last day of each month, whichever comes first.

D-3.3 All discrepancies will be noted on the checklist. Any discrepancy that could cause personal injury or vehicle damage will be reported immediately to the Automotive Department. An inspector will determine vehicle serviceability. If in doubt as to the seriousness of the fault, notify the Automotive Department for a determination. If the fault noted is minor and will not cause further damage, the vehicle may be operated after the fault is noted on the checklist.

D-3.4 All operators are required to have the daily checklist and vehicle logbook in their possession at all times during vehicle operation. Violators of this requirement will be subject to suspension of driving privileges.

D-3.5 All vehicle and equipment operators at USAG-KA will authenticate a “procedures and responsibilities” form, indicating that they understand the procedures and responsibilities associated with the operation of government owned equipment. The Automotive Manager will maintain a file of the authenticated forms. Any person refusing to accept the responsibilities listed on title form will not be authorized to operate government or non-government equipment at USAG-KA.

D-4 Procedures and Responsibilities

D-4.1 General

a. All personnel operating government equipment are responsible for damage caused by neglect or “at fault” accidents.

b. Traffic citations are the responsibility of the operator and must be resolved prior to departing the island.

c. Government owned equipment cannot be used for personal business unless obtained for personal use under the official rental program. Misuse of government equipment will be dealt with on a case-by-case basis.

d. Vehicles will not be parked overnight in the residential area as defined in this regulation without specific authorization from the Commander, USAG-KA. All vehicles will be parked in the Central Motor Pool (CMP) or an approved sub-pool location. Violators will be ticketed and may be denied further vehicle use.

D-4.2 Responsibilities

a. Persons operating vehicles or equipment at USAG-KA are responsible to do so safely with no damage to equipment or injury to personnel. This regulation will be complied with at all times.

b. Persons operating vehicles or equipment at USAG-KA will be provided a copy of operator responsibilities in chapter four of this regulation for their retention and compliance by the LSC CMP license department once it has been signed. A second copy of this list will be signed by each operator and maintained on file in the Automotive Department.

c. Operators of vehicles and self-propelled equipment must obey all traffic signs, rules of this regulation, and operate vehicles and equipment in a safe manner on USAG-KA.

d. Operators of vehicles are prohibited from carrying more than the vehicle's authorized/rated capacity of passengers or cargo.

e. Operators of vehicles must use due caution when passing vehicles, bicycles, or pedestrians. Passing must be done in a safe manner and at a reasonable speed.

D-4.3 Safety

a. In the event of an accident, the operator is responsible to comply with the following steps:

- (1) Do not move the vehicle.
- (2) Notify Security.
- (3) Notify Supervisor.
- (4) Notify Automotive.
- (5) Stay with the vehicle until the initial investigation is complete.

b. Pedestrians and bicycle riders have the right-of-way.

c. Vehicle and equipment operators will comply with all regulatory traffic signs and laws.

d. Bicycle riders have priority at USAG-KA. Although bicycle operators are responsible to comply with all traffic signs and rules, they occasionally do not apply. Vehicle and equipment operators must be constantly aware of all bicyclists in the proximity of their vehicle and take appropriate action to avoid an accident.

e. Headlight use is required during the hours of darkness, sunset to sunrise, and during severe weather conditions.

f. Smoking is prohibited in all government vehicles and equipment. This includes drivers and passengers.

g. Headphones of all types are prohibited while operating government/non-government owned vehicles and equipment. This requirement applies to tenant organization operating equipment on the installation as well.

h. Ground guides are required when the driver of a vehicle operates the vehicle in reverse.

i. The wear of seat belts is required by operators and passengers when the vehicle is so equipped.

j. The use of cell phones is prohibited while operating a motor vehicle.

D-4.4 Operator Requirements

a. Operators are responsible for the condition of the equipment while it is in their possession. It is the responsibility of the operator to report any faults not previously listed on the LSC CMP checklist, which will be provided in all equipment logbook.

b. Each day a vehicle is operated, the first operator is responsible to perform all operation checks and services using LSC CMP checklist. This form will be kept in the logbook, and passed to subsequent operators during the day. All operators are responsible for noting faults in the deficiencies block of this form while operating equipment.

c. All operators are responsible for turning the logbook in to the dispatcher at the end of each work day. Before equipment is issued the next duty day, the dispatcher is responsible for inspecting logbook to insure all maintenance entries was made, and equipment is sign in and out on the LSC CMP equipment control log.

d. When faults are noted that involve safety or potential damage to the vehicle, the operator at the time is responsible to notify their supervisor and the CMP automotive Production control section. Inoperative equipment and vehicles will not be used.

e. Faults that do not require immediate attention or corrective action (i.e., interior light inoperative or seat torn) are recorded on the checklist and deferred.

f. Equipment with leaks of any type will not be operated without approval of the CMP automotive production control inspector. If equipment develops a leak, cease operations, contain the leak as much as possible, and notify the CMP automotive production control inspector. If warranted, the inspector will immediately dispatch a service vehicle with a “spill kit”.

g. Operators are responsible for the cleanliness of the vehicle. Supervisors and operators will ensure all trash is removed from equipment daily. Due to the corrosive environment, all equipment will be washed weekly and supervisors will ensure washing results are logged on the equipment inspection checklist. Operators will not park vehicles in areas that expose them to direct salt spray.

h. Vehicle fuel tanks will be kept more than three fourths full to reduce condensation. To save golf cart battery life, all carts must be connected to a charging station when not in use. No cart will be operated below half battery power and electrolyte must be checked weekly. If battery levels are found to be low, carts must be taken to the LSC automotive department so they can be filled by professional personnel. Operators will not attempt to fill the batteries.

i. Questions concerning these requirements or other automotive related items should be directed to the LSC CMP Automotive Department.

D-4.5 Passengers

a. All passengers are to utilize seats provided for that purpose, and remain so while the vehicle is in motion.

b. All personnel being transported as passengers in the bed of a truck or trailer, covered or uncovered shall sit directly on the floor of the truck bed unless the truck is equipped with installed seating devices. The tailgate shall be closed and secured.

c. No passengers will stand in the bed of the vehicle while the vehicle is in motion.

d. Passengers are prohibited to travel on a flat-bed truck without installed seats or rails.

APPENDIX E

Section V

Operator Licensing and Procedures

E-1 Purpose

To provide standard procedures for selecting, testing and licensing military, civilian and Republic of the Marshall Islands (RMI) persons that operate motor vehicles, material handling equipment (MHE) and other motorized equipment at USAG-KA, excluding watercraft and aircraft. Also provide standard procedures for members of private organizations and family members not normally eligible to obtain a driver license through work related duties, to obtain a license and rent vehicles to specifically carry out duties of private organization membership.

E-2 Definitions

All necessary definitions for this appendix are listed in Chapter 1 of this regulation.

E-3 Responsibilities

a. The Automotive Department manager is responsible for ensuring that all applicants for an operator's permit at USAG-KA are tested and licensed in accordance with this and all applicable Army regulations.

b. Supervisors are responsible for selecting individuals to be licensed and the types of equipment they are to be qualified on. Managers and supervisors are responsible to report all physical defects or other problems, which would restrict or deny an operator's permit. They are also required to report any permits that they revoke on their own authority.

E-4 General Procedures

All individuals who operate motor vehicles, MHE or other motorized equipment at USAG-KA must possess a valid USAG-KA Motor Vehicle Operator Identification Card with the proper endorsement. This card must be in the operators possession at all times while operating government/non-government equipment. Personnel TDY to USAG-KA for a period of less than 30 days may operate government administrative vehicles only if they possess a valid U.S. Driver's License. If a person is going to be operating equipment longer than 30 days, they are required to have a USAG-KA operator permit. The only exception to this requirement is the motorized tricycle. Motorized tricycles operators are not required to have an operators permit.

E-4.2 Qualifications Requirements

a. Employees, with a job status requiring the use of government vehicles or equipment; must be at least 16 years of age and must have completed formal driver's education training course or be at least 18 years of age.

b. Possess a valid driver license issued by any of the 50 states, District of Columbia, U.S. Territory or possession and pass an eye, written, and road test administered by the Automotive Department Licensing Examiner.

c. Supervisors will determine which employees require an operator's permit and submit an application to the LSC licensing examiner office.

d. The USAG-KA driver's license must be valid for the type of equipment being operated by the driver.

E-4.3 Types of Permits

a. **Standard Operators Permit:** This permit will be issued to personnel who are employed to operate vehicles and equipment as a condition of their official employment.

b. **Learner Permit:** This permit may be issued to applicants undergoing a course of drivers training. Successful completion of the appropriate written test is a prerequisite to obtain a learners permit. This permit is valid only when a qualified driver accompanies the trainee in the vehicle or the vehicle is operated within a controlled driving range/training area.

c. **Private Organization and Family Member Permit:** This permit will be issued to private organizations and family members. It will be valid for two (2) years from date of issuance and clearly marked "RENTAL ONLY". It will be identical to the standard permit in appearance. The definition of family members is "Command Sponsored Spouse only", USAG-KA or Contractor. Family members can apply for an operators permit through their sponsor. They will be required to follow all requirements of this regulation for the standard operators permit.

E-4.4 Reissues

a. Before reissuing permits suspended or revoked by the Commander, USAG-KA or an appropriate authority, the licensee must attend remedial training and be reevaluated as deemed necessary by the licensing examiner.

b. Remedial training or retesting may also be requested by the chief medical officer, the community court, the Chief of Police or the licensee's supervisor.

c. Remedial training mandatory for all operators involved in vehicle accidents and should be directed at the conclusion of the Post Accident Review Board (PARB).

E-4.5 License Validity

Permits are valid for a five-year period from the date of issue. Exceptions are heavy equipment and hazardous cargo permits which are valid for one year.

E-4.6 Driving Privileges

a. In accordance with USAG-KA Regulation 190-5 driving privileges may be revoked if the licensee is observed operating equipment in an unauthorized, dangerous or reckless manner that could cause injury to personnel or damage to government equipment.

b. Driving privileges will be immediately suspended if a licensee is observed operating equipment while under the influence of drugs or other intoxicants. A decision to revoke privileges will be made after an investigation.

APPENDIX F

Section VI

Bicycles

F-1 General

a. Bicycles are the primary mode of transportation on USAG-KA. It is important to note that operating a bicycle on USAG-KA is a privilege and not a right. Bicycles must be operated and maintained in a safe and proper manner.

b. Bicyclists must observe and obey all traffic signs and markings just as motor vehicle operators are required to do. At some locations, specific bicycle signs will provide traffic control guidance. Where such specific bicycle signs are not present, normal traffic signs apply.

F-2 Procedures

F-2.1 Yield Right-of-Way

a. The rider of a bicycle about to enter or cross a roadway (including bicycle lane or bicycle path) from an alley, building, private road, driveway, or from any public or private property other than a roadway, shall yield the right-of-way to all vehicles or pedestrians, or other self-propelled equipment.

b. When emergency vehicles signal an approach with sirens and/or lights, the emergency vehicle has the right-of-way. Bicyclists shall yield the right-of-way by immediately moving to the right edge of the roadway clear of any intersection and remain stopped until the emergency vehicle has passed.

F-2.2 Stopping

a. Bicycles shall not stop in a lane of traffic except when necessary to yield to other traffic at intersections.

b. Bicyclists shall not impede the flow of traffic.

F-2.3 Lights

a. When bicycling on roadways during hours of darkness or reduced visibility, bicycles will be equipped with operable headlights and taillights. The hours of darkness are sunset to sunrise.

b. The use of reflectors on the rear, side, front, and pedals is recommended for the added safety of operating the bicycle at night.

F-2.4 Lane Usage

- a. Bicyclists must operate the bicycle on the right side of the roadway, maintaining a single lane of traffic.
- b. When a bicyclist is approached from behind by a motor vehicle, riders shall move to the side of the road to allow passing, preferably in a single file, until the vehicle has passed.

F-2.5 Signals

- a. Bicyclists should use hand and arm signals when turning, especially in areas of high traffic.
 - (1) To signal a left hand turn, the left arm extends horizontally pointing in the direction of the turn.
 - (2) To signal a right hand turn, the left arm extends horizontally with a 90-degree upward bend at the elbow.

F-2.6 Speed

- a. Each bicyclist will operate the bicycle at a speed that is reasonable and prudent under existing conditions.
- b. Some exceptions apply in circumstances such as speed training.

F-2.7 Clinging

No bicyclist may cling to a motor vehicle while moving along any roadway.

F-2.8 Riders

- a. Riders are encouraged to keep at least one hand upon the handlebars at all times.
- b. When carrying an infant, riders will ensure that they are secured in an infant pouch or a permanent seat affixed to the bicycle. The permanent seat must prevent the infant from falling off and from inserting their hands and/or feet into the moving parts of the bicycle.
- c. Any person carrying young children as passengers must be of such an age and capability as to have total control of the bicycle. The passenger must be seated in a way that ensures the safety of the passenger and rider.
- d. Use of cell phones is discouraged while riding a bicycle.

e. Bicycling while wearing headphones of any type is prohibited.

f. Bicycle helmets approved by the Consumer Product Safety Commission will be worn by all personnel, including Family members, who ride bicycles on the installation. Previously purchased helmets certified by the American Society for Testing and Materials may be worn but when purchasing a new helmet, riders should look for the Consumer Product Safety Commission certification. Additionally, riders may wear host nation helmets if the helmet meets or exceeds Consumer Product Safety Commission standards.

F-2.9 Registration

a. Bicycle registration is highly encouraged at USAG-KA, and will show law enforcement personnel proof of ownership in the event the bicycle is lost or stolen.

b. At a minimum, bicycle owners should retain the serial numbers for their own records. Bicycle owners should register their bicycle(s) soon after buying, or receiving a bicycle as a gift. Registration requires a bill of sale from the previous registered owner, or both parties present at for registration.

APPENDIX G

Section VII

Skateboards, Roller Skates/Blades, Wheeled Shoes, Scooters, and Other Self-Propelled Equipment

G-1 General

a. Individuals using skateboards, roller skates/blades, wheeled shoes, scooters, and other self-propelled equipment will operate these items with due caution so as not to jeopardize the safety of others or themselves.

b. Wearing protective pads on knees and elbows, canvas or leather shoes covering the entire foot is highly encouraged.

c. Operators of skateboards, roller skates/blades, wheeled shoes, scooters, and other self-propelled equipment must wear approved protective headgear.

d. Wearing headphones/earphones or any audio device while operating skateboards, roller skates/blades, wheeled shoes, scooters, and other self-propelled equipment on USAG-KA is prohibited

G-2 Procedures

G-2.1 Prohibited Areas

The use of skateboards, roller skates/blades, wheeled shoes, scooters, and other self-propelled equipment are prohibited inside all retail businesses, schools, and clubs.

G-2.2 Miscellaneous

Operators must:

a. Yield the right-of-way to pedestrians at all times.

b. Operate only in the same direction designated for motor vehicle traffic flow.

c. Obey all traffic regulations, including proper lane usage, Stop signs, Yield signs, and One-Way signs.

d. Operating this equipment/devices on roadways during the period between sunset and sunrise without carrying an operational flashlight or headlight is prohibited.

APPENDIX H

Section VIII

Rental Carts

H-1 General

Rental cars are available for personal use from FMWR's rental program.

H-2 Procedures

H-2.1 Rental cart operators must possess a valid USAG-KA driver's license (or a valid, applicable State driver's license within the 30-day limit).

H-2.2 Operators are subject to, and must follow, all traffic and vehicle safety rules outlined and prescribed in this regulation (or any other applicable regulation) while driving rental carts.

a. Operators must use due regard and caution with regards to speed, and follow all posted speed limits to their best estimation due to the absence of an equipped speedometer.

b. Operator and passenger safety is paramount while the cart is in motion. All infants must be safely secured on a passenger's lap, and remain seated at all times. At no time should the driver have an infant on their lap while the driver is operating the vehicle in motion.

c. Proper signaling must be utilized while performing turns, either through the use of hand signals, or equipped blinkers.

H-2.3 Carts that are operated during the hours of darkness must do so with the use of headlights.

H-2.4 Operators must ensure that the number of passengers do not exceed the rated limit for that vehicle.