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COMNAVFORJAPAN INSTRUCTION 5800.9Q

Subj: VEHICLE OPERATIONS, TRAFFIC CONTROL, AND ADMINISTRATIVE PENALTIES

Ref: (a) OPNAVINST 11200.5(series)/MCO 5110.1(series)
(b) USFJI 31-205
(c) Status of Forces Agreement, U.S. and Japan (SOFA)
(d) Master Labor Contract (MLC)
(e) Indirect Hire Agreement (IHA)
(f) OPNAVINST 5100.12(series)
(g) OPNAVINST 5100.23(series)
(h) COMNAVFORJAPANINST 5820.16(series)
(i) COMNAVFORJAPANINST 5100.5(series)
(j) NAVFAC P-300 of MAY 1997
(k) MCO 11240.66(series)
(l) USFJI 24-201 of 01NOV2002
(m) DOD Directive 1010.7(series)
(n) DOD Directive 5400.11(series)
(o) 49 CFR, Part 383, Subpart G
(p) COMNAVFORJAPANINST 5800.7(series)
(q) DOD Instruction 6055.4(series)

Encl: (1) Traffic Point System
(2) Motorcycle Regulations
(3) Sample Letter for informing State Licensing Agency
(4) Certificate for Transit of Toll Roads by Military Vehicles
(5) Vehicle Control/Safe Driving Skills
(6) Motorcycle Safety Administrative Remarks
(7) Vehicle Ownership Responsibility Administrative Remarks for Military and Civilians
(8) Civilian Employee Voluntary Repayment Agreement

1. Purpose. To establish uniform policies, standards, procedures, and regulations for U.S. Naval Forces, Japan, pursuant to references (a) and (b) for motor vehicle operations, control of traffic, and administrative disposition of traffic offenses.

2. Cancellation. This is a major change and cancels COMNAVFORJAPANINST 5800.9P; therefore, no margin notations have been included.

3. Scope

a. This instruction applies to all personnel who own or operate motor vehicles on and off installations, in Japan, under the cognizance of Commander, U.S. Naval Forces, Japan. Administrative actions set forth in enclosure (1) are not applicable to MLC or IHA employees who are cited for traffic violations while performing official duties. Such cases are treated in accordance with the provisions of references (d) and (e).

b. For those subject to the Uniform Code of Military Justice (UCMJ), Paragraphs 202, 203, 204 b., 205, 206, 207, 301, 401, 403, 404, 405, 406, 503, 506, 507, 601, 701, 702, 703, 706, 802, 804, 902, and paragraphs 3 and 4 of enclosure (2) are intended to be a lawful general regulation, punitive in nature and require no further implementation. Violations may be punished under Article 92, UCMJ. Civilian personnel may be subject to administrative or disciplinary action under applicable regulations. Civilian dependents who accompany the force as defined by reference (c) may be subject to administrative actions contained herein.

c. To the extent practicable, Japanese Road Traffic Law and traffic regulations are applicable to operators of government and private vehicles onboard Navy installations in Japan.

4. Definitions

a. Where appearing in this instruction, the term "installation commander" refers to any officer in charge of property under the jurisdiction of the U.S. Navy who is responsible for enforcement of motor vehicle operations.

b. For the purposes of this instruction, the Blood Alcohol Content (BAC) for Driving While Drinking Indicated (DWDI) shall be 0.03 percent to 0.049 percent. The BAC for Driving Under the Influence (DUI) shall be 0.05 percent to 0.099 percent and the BAC for Driving While Intoxicated (DWI) shall be equal to or greater than 0.1 percent as determined by a non-portable breath testing device or properly tested blood sample in accordance with reference (a).

5. Action. All personnel, military, civilian employees and dependents, under the cognizance of Commander, U.S. Naval Forces, Japan, regardless of employment, who own or operate motor vehicles on DOD facilities shall adhere to the regulations published herein and obey the same.

6. Forms. USFJ Form 19EJ, Certificate for Transit of Toll Roads by Military Vehicles [enclosure (4)] will be stocked and issued by supervisory (or certifier) personnel authorized to dispatch military vehicles.

7. Installation commands shall promulgate a local instruction or regulation, consistent with this instruction, incorporating applicable local Japanese ordinances and restrictions concerning the use of motor vehicles.

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RECORD OF CHANGES

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SECTION 1

POLICY

101. Objective. The principal objective in supervising motor vehicle traffic is to assure safe and efficient movement of vehicles, material, and personnel over streets and highways.

102. Goal. The goal of motor vehicle traffic supervision is to reduce traffic accidents, deaths, injuries, and property damage. This goal is achieved by driver's safety education, training, traffic law enforcement, and actions to remedy unsafe driving, vehicles, and road conditions.

103. Policy. In order to safeguard and protect the morale, discipline and good order of military personnel, civilian personnel and family members stationed in Japan and to ensure safety, vehicular traffic regulations will be consistent to the extent practicable with the traffic laws of Japan per reference (a). Commanding officers shall be affirmatively concerned with the conduct of service members, family members, and civilian employees under their cognizance in matters relating to traffic safety, vehicle registration, and operator licensing. Commanding officers shall actively participate in actions and programs intended to foster safe driving conditions and personal driving habits onboard U.S. Naval installations in Japan.

SECTION 2

TRAFFIC CONTROL, EMERGENCY VEHICLES AND MARKINGS

201. Traffic Control. Installation commanders will cooperate with local Government of Japan (GOJ) traffic control authorities in their respective areas of responsibility to insure the orderly control of motor vehicle traffic. U.S. Navy law enforcement personnel shall not be used to control off-base civilian traffic without the express consent of the appropriate GOJ authorities, the respective installation commander and approved by CNFJ.

202. Warning Lights and Sirens on Emergency Vehicles. Warning lights and sirens are authorized for emergency motor vehicles such as ambulances, firefighting and police vehicles, explosive ordnance disposal response vehicles, wrecker or recovery vehicles, and electrical-line trucks as needed for rescue operations, emergency missions, disaster relief, or when necessary to assist injured persons. Use of warning lights and sirens either on or off base shall be limited to emergency response or over-riding safety concerns [see reference (b) section 4.4].

203. U.S. Vehicle Operations and Training. Personnel shall not be assigned to drive U.S. government-owned police vehicles, ambulances, fire vehicles, crash and rescue vehicles, explosive ordnance disposal (EOD), and hazardous material (HAZMAT) response vehicles or other emergency response vehicles equipped with lights and siren until they have successfully completed the Emergency Vehicle Operator Course (EVOC) conducted by a COMNAVSAFECEN-approved instructor, or other COMNAVSAFECEN approved training. Assigned operators should have no less than 2 years driving experience as a licensed driver prior to emergency vehicle operation. Installation commanders shall ensure that individual operator training exists and is vehicle specific. Emergency vehicle operators must be re-certified every 3 years.

204. Painting and Marking

a. The present marking system for U.S. Navy publicly-owned motor vehicles has been approved by the Government of Japan. Commander, U.S. Naval Forces, Japan will be advised with respect to any proposed change in the marking system used on such vehicles to obtain authorization by higher authority.

b. Privately-owned motor vehicles will not be painted or marked in any way to resemble publicly-owned motor vehicles. No military or similar government markings will be placed on privately-owned motor vehicles with the exception of the approved identification sticker or decals. Privately-owned motor vehicles shall bear Japanese Government license plates.

c. Requests for exemption from usual marking requirements of U.S. government vehicles will be made to Commander, U.S. Forces, Japan, via Commander, U.S. Naval Forces, Japan, and contain the justification required by Section 2.14 of reference (j).

205. Loud Stereos, Exhausts & Screeching of Tires

a. No driver of a vehicle shall operate, or permit the operation of, any sound amplification system which exceeds the limits promulgated by the Japanese Noise Regulation Law as implemented by local Japanese authorities.

b. Any excessive, unusual, loud, or disturbing noise made by any motor vehicle and not reasonably necessary in its operation under the circumstances is prohibited. Such noise shall include but not be limited to noise caused by screeching or tires; racing, gunning or accelerating the engine; backfiring the engine and exhaust from the engine tail pipe or muffler. Noise made by motor vehicles shall not exceed the limits promulgated by the Japanese Noise Regulation Law as implemented by local Japanese authorities.

c. Vehicle mufflers shall be present and properly installed.

206. Loaning Vehicle to Intoxicated Person

a. No person shall knowingly lend or otherwise entrust a motor vehicle to a person whom the individual knows is intoxicated or under the influence of alcohol or other substances.

b. No person shall knowingly lend or entrust a motor vehicle to person who cannot be expected to operate the vehicle in a safe manner due overwork, fatigue, illness or any other condition of impairment.

207. Open Containers of Alcohol

a. Alcoholic beverages will not be transported in the passenger compartment of a motor vehicle after the original cap, stopper, or seal has been broken or removed. No operator or passenger of a motor vehicle shall consume alcoholic beverages inside a vehicle at any time.

SECTION 3

DRIVING PRIVILEGES

301. Driving Privileges. The operation of a privately-owned motor vehicle in Japan is a conditional privilege extended by the installation commander. Individuals desiring this privilege shall meet the following conditions:

a. Compliance with traffic laws and regulations, both on and off base.

b. Compliance with both GOJ and military registration requirements.

c. Possession, while operating a motor vehicle, and produce on demand of law enforcement personnel or other competent military or civilian authorities:

(1) Proof of vehicle ownership (or written permission to operate the vehicle).

(2) A current USFJ Form 4EJ (Japan Operator's Permit for Civilian Vehicles).

(3) Proof of insurance, including Japanese Compulsory Insurance (JCI and a current written supplemental insurance policy with a minimum coverage of $300,000 bodily injury and $30,000 property damage.

(4) Identified parking space and Parking Certificate in accordance with local requirements and regulations.

(5) For motorcycle operators: Completion of a Motorcycle Safety Course and signed Motorcycle Safety Administrative Remarks (Encl (6)).

(6) Signed Vehicle Ownership Responsibility Administrative Remarks (Encl (7)).

(7) For civilian employees only: Signed Civilian Employee Voluntary Repayment Agreement (Encl 8)).

302. Implied Consent. Any person operating a motor vehicle shall be deemed to have given consent to a chemical test of his/her breath, blood, or urine for the purpose of determining the alcoholic or other drug content of his/her blood if cited or lawfully apprehended for any offense allegedly committed while driving or in actual physical control of a motor vehicle. Any person who is unconscious, or otherwise in a condition rendering him/her incapable of refusal, shall be deemed not to have withdrawn his/her consent and such tests may be administered. A refusal to submit to such tests shall result in revocation of driving privileges as set forth in enclosure (1).

303. Remedial Driver's Training

a. Pursuant to references (a) and (f), installation commanders shall establish a remedial driver training program to instruct and correct military personnel, civilian personnel, contractor employees and family members who have been identified as problem or hazardous drivers. The American Automobile Association (AAA) Driver Improvement Program (DIP) course, administered by a certified instructor may be used for this purpose. The selection of personnel to attend remedial driver's training shall be based on

information entered on the individual driver's record. Course curriculum should provide, as a minimum, 8 hours of instruction designed to improve driver performance and compliance with Japanese traffic laws and regulations. Driving privileges, which have been suspended or revoked, may be indefinitely withheld pending completion of an approved remedial driver training course and/or alcohol/drug counseling program.

b. Installation commanders may hold periodic DIP courses when the establishment of a permanent remedial driving school program is impractical.

c. Military personnel, Civilian personnel, contractor employees, and family members may voluntarily, and are strongly encouraged to, attend remedial driver training or seminar courses.

d. Military personnel may be required to attend alcohol/drug rehabilitation programs as a prerequisite for the return of revoked or suspended driving privileges.

SECTION 4

SUSPENSION AND REVOCATION

401. Suspension and Revocation. The privilege of driving a privately-owned motor vehicle is subject to administrative suspension or revocation for cause by the installation commander or the commanding officer of the individual concerned.

a. Suspension. Temporary suspension of driving privileges, coupled with counseling or remedial driver training, provides effective corrective action for achieving desired driver performance. Suspension of driving privileges shall be administered to those found to have violated certain driving laws, rules and regulations.

b. Revocation

(1) Driving privileges may be revoked permanently for serious moving violations or when corrective administrative actions are not complied with or fail to produce the desired driver improvement. Refusal to submit to, or failure to complete, chemical tests (implied consent) for alcohol or other drug related abuse carries a mandatory 1-year revocation per chapter 5 of reference (a) [see enclosure (1)]. Revocation of driving privileges for an additional period of two years may also be imposed against personnel apprehended for driving while on suspension or revocation of driving privileges. Separate disciplinary or administrative action may also be initiated for this offense under Article 92, UCMJ, or applicable civilian employee regulations if appropriate.

(2) As per references (m) and (q), the security traffic court clerk shall establish a systematic procedure in accordance with DOD Directive 5400.11 [reference (n)] to notify State driver's license agencies of DOD personnel whose installation driving privileges are suspended for 1 year or more following final adjudication of an intoxicated driving offense or upon suspension for refusal to submit to lawful chemical testing for breath (BrAC) or blood (BAC) alcohol or other drugs.

c. Restricted privileges. When imposing suspension or revocation of driving privileges, the installation commander may reinstate limited driving privileges if it is determined that a military mission may be adversely impacted. Operation of a government motor vehicle is prohibited if a person's license was suspended or revoked by a state or host nation or if base driving privileges are suspended or revoked for driving under the influence of alcohol or other drugs or for other traffic violations that constitute a "moving violation" of base, State, Federal, or host nation traffic codes. [See the Highway Safety Program Guidelines (enclosure (1) of Reference (f))].

(1) Limited privileges. Under this action, the individual's driving privilege shall be suspended or revoked except for specified written minimum requirements as authorized in writing by the installation commander. Violation of the limitations shall result in revocation.

d. Loss of Privilege. Suspension or revocation of driving privileges shall be effective immediately when the individual is determined to have been a violator at a traffic hearing or by the installation commander.

e. Other Sanctions. Restrictions provided for in this order are administrative in nature. Other sanctions, including disciplinary action under the Uniform Code of Military Justice or civilian personnel regulations, may also be imposed.

402. Applicability of GOJ Traffic Citations. Assessment of traffic points for a traffic citation issued by GOJ authorities shall be mandatory when such citation is for violation of Articles 208 through Article 211, Japan Criminal Code (death or bodily injury through professional negligence) and a finding of guilty results or when an individual so cited is removed from GOJ jurisdiction by execution of an official duty certificate and is found by his commanding officer to have committed the offense for which the citation was issued.

403. Immediate Suspension of Driving Privileges. Immediate suspension of driving privileges pending resolution of an alcohol related driving incident is authorized. The suspended license shall remain in the possession of the law enforcement agency turning the individual over to the suspect's command. Grounds for immediate suspension include, but are not limited to, refusal to take or complete a lawfully requested chemical test to determine contents of blood for alcohol or other prohibited substances. Personnel who are cited for driving under the influence of alcohol or driving while intoxicated shall be released to a representative of the individual's commanding officer who shall take necessary precautions to secure the vehicle involved and to prevent its operation by the person cited pending resolution of the alcohol related incident. Personnel cited for driving under the influence of alcohol or driving while intoxicated shall not be allowed to move their vehicle off base pending resolution of the alcohol related incident.

404. Driving While Drinking Indicated (DWDI). Driving or being in actual physical control of a motor vehicle with a blood alcohol content of 0.03 percent to less than 0.05 percent constitutes DWDI in accordance with the Japanese Road Traffic Law. SOFA personnel found in violation of this paragraph will be subject to a 30 day suspension of driving privileges, in accordance with the Japanese Road Traffic Law, as set forth in enclosure (1).

405. Driving Under the Influence of Alcohol (DUI). Driving or being in actual physical control of a motor vehicle with a blood alcohol content of 0.05 percent to less than 0.10 percent constitutes DUI. SOFA personnel found in violation of this paragraph will be subject to a six-month to one-year revocation of driving privileges as set forth in enclosure (1).

406. Driving While Intoxicated (DWI). Driving or being in actual physical control of a motor vehicle with a blood alcohol content of 0.10 percent or higher constitutes DWI and is prohibited. SOFA personnel found in violation of this paragraph will be subject to a two year revocation of driving privileges, in accordance with the Japanese Road Traffic Law, as set forth in enclosure (1).

SECTION 5

TRAFFIC REGULATIONS AND TRAFFIC LAW ENFORCEMENT

501. Traffic Regulations

a. Each installation commander shall publish traffic regulations applicable to all persons entering that facility and off-base drivers under his/her jurisdiction.

b. In order to safeguard and protect the morale, discipline and good order of military personnel, civilian personnel and family members stationed in Japan regulations adopted shall, insofar as practicable, conform to the prevailing vehicular traffic laws of Japan for the geographic area concerned. Agreements and understandings with the Government of Japan allow implementation in Japan of all personal protective equipment requirements of references (f) and (g).

502. Motorcycle Regulations. Motorcycle operation involves special hazards and is, therefore, governed by the special mandatory regulations published in enclosure (2).

503. Japanese Traffic Laws and Regulations

a. U.S. Navy personnel will obey Japanese traffic laws and regulations, observing all traffic signals employed either by U.S. Forces or the GOJ. Japanese Nationals must obey base traffic regulations onboard any U.S. Naval facility.

b. In Japan, publicly-owned motor vehicles are permitted to use toll roads free of toll charges. USFJ Form 19EJ [enclosure (3)] must be completed in advance and be ready for presentation. The supervisor (or certifier) of the vehicle driver will complete and issue this form prior to dispatch of the vehicle for official use.

c. The Japanese Road Traffic Law and the Vehicles Regulation Order stipulate the maximum standard limits concerning the breadth, weight, height, length, minimum turning radius, and other criteria of vehicles. Vehicles, whether public or private, exceeding any one of these standards can transit public roads only when necessary measures are taken to protect the material condition of the road and to prevent damage or injury to other traffic. Measures include, but are not limited to the manner of transportation, adjustment to the transiting route and time of transit. Section 9 of this instruction includes additional details regarding these vehicles.

d. Commanding officers will publicize Japanese traffic laws and establish and maintain liaison with local GOJ public safety and police authorities to control vehicle traffic within their respective areas of responsibility.

e. Installation commanders shall establish and enforce rules on vehicle noise control (both stereo and engine) and uses, TV's and navigational aids consistent with traffic laws, service directives, Japanese Road Traffic Laws, Japanese Noise Regulation Laws, and local Japanese noise and traffic ordinances.

f. Cell phones may not be used at anytime while driving in accordance with the Japanese Road Traffic Law. Cell phone usage includes holding the cell phone in your hand, or looking at the screen while driving.

g. U.S. Naval authorities will immediately transfer custody to local GOJ authorities, specifying the reason for apprehension, any person not subject to this instruction or references (d) or (e), apprehended for a traffic violation onboard a U.S. Naval facility.

h. As a minimum, installation commanders shall implement the safety standards addressed by reference (i) at each Naval installation.

504. Traffic Law Enforcement. Voluntary motorist compliance with traffic laws is the most positive way to reduce traffic accidents. Motorists will voluntarily comply with traffic laws when they believe the laws are fair and necessary and that enforcement is vigorous and impartial. It is incumbent upon installation commanders and law enforcement personnel to conduct aggressive traffic law enforcement.

a. The use of speed detection devices such as radar and Visual Average Speed Computer and Recorder (VASCAR) is authorized and encouraged.

b. The use of calibrated NHTSA approved chemical devices for breath testing is authorized when such devices are used by personnel properly trained and certified in their operation, per reference (a).

c. Controls must be established to insure all citations are acted upon uniformly.

d. Military jurisdiction is not geographically limited, but enforcement of traffic regulations off-base shall not be undertaken without prior approval of COMNAVFORJAPAN. Law enforcement activities off-base shall not be conducted unless authorized by the Status of Forces Agreement, Federal Law or DOD regulations.

505. Traffic Point System. Use of the traffic point system promulgated in reference (a) [see enclosure (1)] is mandatory and may not be made more lenient by local installation commanders. Installation commanders are authorized to supplement reference (a) with appropriate disciplinary or administrative sanctions for non-moving traffic violations such as failure to maintain required insurance or failure to properly register a motor vehicle. Enclosure (1) is a re-formatted form of chapter 5 of reference (a) and shall be followed in administering the traffic point system for all moving violations. Points will not be awarded in addition to a revocation or suspension of a driver's license in accordance with reference (a).

506. Parking Regulations

a. Parking regulations shall be adopted and published by installation commanders. Sanctions against parking violators may include action under the UCMJ. Installation commanders are authorized to implement guidelines and procedures in accordance with reference (a) to remove offending vehicles or exclude offending vehicles from the facility.

b. All vehicles owned and operated by SOFA personnel shall comply with the Japanese Parking Regulation as implemented by the local installation

commander. Japanese parking stickers will be properly displayed on all vehicles as required.

507. Abandoned Vehicles

a. Disposition of vehicles shall be done in accordance with the requirements of references (a) and (p). Vehicles not properly disposed of and deemed to be abandoned may be confiscated and stored/scrapped/disposed of at the expense of the service member/owner.

b. Commands may not issue orders and personnel may not depart Japan on Permanent Change of Station Orders (PCS) without properly transferring or deregistering and disposing of their vehicle(s).

508. Official Duty Certificates. In order to meet obligations under the Status of Forces Agreement, Commanding Officers who assert official duty status shall ensure that that the driving conduct that led to the citation or charge by the Japanese authorities is fully investigated and corrective action, if any, is administered at the appropriate command level.

SECTION 6

TRAFFIC ACCIDENTS AND ACCIDENT REPORTING

601. Traffic Accidents. If members of U.S. Naval Forces, Japan, or personnel accompany the forces become involved in a traffic accident, it is strongly recommended that they cooperate fully with U.S. and GOJ authorities.

a. All traffic accidents, regardless of severity, shall be reported to GOJ and U.S. law enforcement authorities, independent of reporting requirements of reference (h).

b. In the event of a traffic accident, the vehicle operator will stop, identify himself, and exchange personal data with others involved in the accident. U.S. Military Police will be contacted as soon as possible and prior to leaving the scene of the accident if practicable and possible. Failure to stop and comply may result in loss of driving privileges [see enclosure (1)].

c. In the event of a traffic accident involving death, bodily injury, or property damage, the vehicle operator, unless injured and requiring immediate attention, will not leave the scene of the accident until excused by competent authority.

d. U.S. Military Police authorities or a representative from the installation Staff Judge Advocate office will relate the provisions of chapters 6 and 10 of reference (h) regarding notification of condolence procedures to personnel involved in a traffic accident.

602. Accident Assistance Information. All U.S. Forces, Japan personnel, their family members, and members of the civilian component who are licensed vehicle operators in accordance with this instruction are required to be acquainted with the Japanese Road Traffic Laws. When an accident occurs, often a certain amount of confusion and excitement exists which may cause pertinent abstracts of the law to be forgotten. All parties to an accident should ensure that military police and/or medical personnel are contacted immediately to assist motorists involved in traffic accidents. All U.S. Navy facilities issuing vehicle registration permits will:

a. Give all registrants a bilingual listing of emergency telephone numbers along with a list of general assistance numbers. All registrants should keep the list in their vehicle at all times.

b. Encourage all registrants to have in their possession a road map of the area in which they are traveling.

SECTION 7

VEHICLE REGISTRATION

701. Vehicle Registration

a. Registration of all privately-owned vehicles operated by U.S. Naval personnel in Japan and those accompanying them is mandatory. Registration will be accomplished with GOJ and military authorities, except that vehicles used solely for off-road purposes need not be registered with GOJ officials. An individual must present the following documentation in order to meet registration requirements:

(1) Proof of ownership of the vehicle. i.e. Bill of Sale and/or "Jyoto Shomei-sho" (leased vehicles may not be registered)

(2) A valid USFJ Form 4EJ. (Drivers License)

(3) A current safety inspection document.

(4) Proof of insurance, including Japanese Compulsory Insurance (JCI), and a minimum of $300,000 bodily injury and $30,000 property damage insurance (see section 705).

(5) Proof of SOFA status. (valid SOFA status stamp)

(6) Proof of GOJ registration.

(7) Proof of having a designated parking space and Japanese Parking Certificate, if required. Vehicle owners must maintain a legal parking space for each vehicle. Personnel must show proof of having a designated parking space **prior to the purchase** of a privately owned motor vehicle.

(8) For motorcycle operators: Completion of a Motorcycle Safety Course and signed Motorcycle Safety Administrative Remarks (Encl (6)).

(9) Signed Vehicle Ownership Responsibility Administrative Remarks (Encl (7)).

(10) For civilian employees only: Signed Civilian Employee Voluntary Repayment Agreement (Encl 8)).

b. When a motor vehicle has passed its safety inspection (or as appropriate, the GOJ safety inspection), the annual road taxes paid, and U.S. Forces registration authorities have completed such other inquiries or checks as are required, an annual Vehicle Registration Decal (USFJ Form 15) may be issued for the vehicle. This decal, along with any stickers identifying status as officer, civilian, or enlisted will be affixed to the front windshield as directed by the issuing office. Only current year decals will be displayed.

702. Inspection and Minimum Operational Standards

a. The Government of Japan requires that privately-owned motor vehicles pass a safety inspection at least every 2 years. By agreement with local GOJ authorities, this inspection may be made by Navy or other U.S. Forces, Japan authorities. Safety inspections conducted by Navy authorities will be accomplished, pursuant to the provisions of reference (i). A safety

inspection certificate, that meets the requirements of Japanese registration laws, shall be issued for each vehicle passing inspection. A 2-year inspection certificate is required by Japanese law, showing the date of expiration. When possible, safety inspection renewal will be combined with a general examination of all other vehicle records. See enclosure (2) of this instruction for motorcycle inspection requirements.

b. Before passing inspection, each passenger vehicle must be equipped with an emergency signal device (e.g., a flare) that emits a self-generated red light visible for 200 meters at night.

c. Vehicles that fail to meet minimum established safety standards will be barred from operation and base registration will be canceled.

d. Navy activities will accept, for base registration, a valid safety inspection certificate issued by any authorized U.S. Forces, Japan inspection facility.

703. Vehicle Deregistration

a. Japanese authorities require that, prior to permanent (PCS) transfer from Japan, USFJ personnel must deregister all privately-owned motor vehicles that have been previously registered by them. Naval Forces, Japan personnel are prohibited from departing Japan until vehicle deregistration has been accomplished. Commanding officers shall ensure deregistration requirements are satisfied before delivering orders and allowing an individual to transfer. USFJ personnel are required to report any change in ownership or address of a motor vehicle registered in Japan to military and Japanese authorities.

b. Vehicle owners transferring duty stations from the local area are authorized to use a special power of attorney, not to exceed 45 days,(45-day POA) to dispose of the vehicle. Individuals granted a 45-day POA must be eligible to register a vehicle, are required to remove the USFJ Form 15 and return it to VRO and will be given a temporary pass for the duration of the POA. The POA must contain a mandatory clause stating that in the event of failure to sell or otherwise dispose of the vehicle covered by the POA within the 45 day period, the installation commander or his designee has the authority to completely dispose of the vehicle. Reasonable expenses incurred by installation command, in deregistering and disposing of the vehicle will be charged to the registered owner of the vehicle and/or the grantee and will be a debt owed the United States in addition to any administrative or disciplinary action taken under the UCMJ or civilian personnel regulations.

704. Retired Personnel. Vehicles owned by personnel retired from the Armed Forces of the United States, who are entitled to draw retired or retainer pay, will not be registered under the provisions of this instruction. Such vehicles will be identified, upon application by the owner of the vehicle, with a distinctive marking to facilitate access to and exit from U.S. facilities in Japan. For such persons, current Japanese vehicular registration, an operator's license, and proof of insurance (to include bodily injury insurance in the amount of $300,000 and property damage insurance of $30,000) will be sufficient for issuance of access identification, renewable on the anniversary of its issuance, or on the expiration of Japanese registration, whichever occurs first.

705. Additional Insurance Requirement. The additional requirement of $300,000 bodily injury and $30,000 property damage insurance mentioned in paragraphs 701 and 704 above is applicable only to persons claiming privileges under reference (c) and shall not be required as a condition of admission to U.S. facilities by Japanese nationals or other residents of Japan who do not claim privileges under reference (c). Additional insurance is not required for vehicles of Japanese contractors or subcontractors whose entry to the base is for the purpose of making deliveries or is otherwise in connection with the performance of a government contract.

706. Vehicle Registration After Driving Privileges Have Been Revoked or Suspended

a. When a sponsor's driving privileges have been revoked or suspended, all vehicles registered in the sponsor's name shall be deregistered and the installation decals removed unless the sponsor's family member(s) is authorized to operate the vehicle independent of the sponsor. An appropriate notation will be added to the sponsor's registration record.

b. When a family member's driving privileges have been revoked or suspended, no change in the sponsor's registration will be made, however, an appropriate notation will be added to the sponsor's registration record. It is the responsibility of the sponsor to ensure that the family member does not drive during the period of revocation or suspension.

SECTION 8

ISSUE OF OPERATOR'S PERMITS AND OPERATOR QUALIFICATIONS

801. Issue of Operator's Permits

a. The below listed commands are authorized to issue, suspend, and/or revoke operator's permits of USFJ personnel under their jurisdiction.

Command	Action Authorized
All Commanding Officers	Suspend/Revoke (personnel within command only)
Commander, Fleet Activities, Yokosuka	Issue/Suspend/Revoke
Commanding Officer, NAVFAC Far East, Yokosuka	Issue (OF-346 only)/Suspend/Revoke
Commanding Officer, U.S. Naval Air Facility, Atsugi	Issue/Suspend/Revoke
Commander, Fleet Activities, Sasebo	Issue/Suspend/Revoke
Commander, Fleet Activities, Okinawa	Issue/Suspend/Revoke

b. The issue of USFJ Form 4EJ (Japan Operator's Permit for Civilian Vehicle) will be in accordance with the provisions of this instruction.

c. Issue of an OF-346 (U.S. Government Motor Vehicle Operator's Identification Card) will be in accordance with references (j) and (k). To be valid in Japan, the OF-346, must bear the Kanji over stamp "OPERATOR'S PERMIT." Over stamping a previously issued OF-346 is authorized.

d. Operators of government owned vehicles must have in their possession an identification card and at least one of the following: a valid OF-346, a USFJ Form 4EJ, or Government of Japan driver's license.

802. Licensing for and Operation of Privately-Owned Motor Vehicles. The USFJ Form 4EJ may be issued to personnel who meet all of the following conditions in addition to the requirements specified in Section 2.2 of reference (b) and the requirements of reference (c):

a. Assignment to a permanent tour of duty (shore duty) in Japan, or assignment to a ship forward deployed to Japan, or assignment to a rotated activity where the individual is customarily engaged in duties ashore in Japan during the greater part of the assignment. The requirements of this paragraph apply only to the family member's sponsor.

b. Attendance at a formal classroom indoctrination class. Classroom instruction should include Japanese traffic environment characteristics, Japanese Road Traffic Law, and local base traffic regulations. (This provision is not applicable to a license renewal within six months after expiration of a previously issued USFJ Form 4EJ, unless warranted by the applicant's driving record.) Videotapes are to be used only as supplemental training tools. Requirements for, and implementation of, this formal class are detailed in reference (b).

c. Satisfactory completion of a written examination covering the subjects outlined above. (This provision is not applicable to a license renewal within six months after expiration of a previously issued USFJ Form 4EJ, unless warranted by the applicant's driving record.) As determined by the Commanding Officer or designated official, individuals may be required to demonstrate basic vehicle control skills and safe driving skills with a Drivers License Examiner per enclosure (5). A Drivers License Examiner must be proficient in the skills described in enclosure (5). Use of a government vehicle (GOV), may be authorized for driving skills exams by the installation commander. (It is recommended that the driving skills GOV be equipped with a secondary brake and additional mirrors to aid the Drivers License Examiner during the skills exam.)

d. Proof of physical qualification to operate a vehicle (sight, hearing, etc.).

e. Proof of having attained age 18 or older. (Installation commanders may authorize on-base only driving privileges for drivers between 16 and 18 years old, provided all other qualifications are met and the operator's permit is clearly over stamped "ON-BASE ONLY," and provided written parental consent is obtained in the case of family members.) Military personnel who have not attained age 18 may not be licensed for off-base operation of a government motor vehicle.

f. Operators who hold an initial permit (never before licensed) will be restricted to on-base driving for a minimum of 30 days before being licensed to operate off-base.

g. Motorcycle operator's permits will be issued when the above conditions and the special regulations contained in enclosure (2) have been met. To comply with the Japanese graduated motorcycle license program and safety experience, novice (less than one year riding experience) motorcyclists shall be limited to a maximum motorcycle engine size of 400cc.

803. Specific Guidance for Use of USFJ Form 4EJ

a. Only rubber-stamp overprints as noted in this instruction are permitted on the front of the form.

b. The military unit of the bearer will be typed or stamped.

c. The driver's license (USFJ Form 4EJ) will expire four years from the date of issue, and the entry "EXP: 17NOV04," for example, will be typed in the "UNIT" block.

d. Motorcycle size limitations will be stamped, in small print, under the word "MOTORCYCLE" in the qualifications block or on the back of the form.

e. Sections of the qualifications block that are not valid will be obliterated.

f. All dates used on the form will be two digit day/three letter month/two digit year (e.g. 17NOV04).

g. Lamination of the license is not authorized.

804. Validity of Licenses. A USFJ Form 4EJ issued by authorized Navy or other U.S. Forces Japan authorities in mainland Japan or on Okinawa shall be valid through the expiration date unless revoked or suspended for cause, and shall be honored at all Navy facilities in Japan, including Okinawa. Upon PCS transfer, licenses shall be renewed at the individual's new command. Local traffic safety orientation briefings should be conducted for personnel arriving from outside the local area as soon as possible after they report. These briefs should include base traffic patterns, local community driving hazards and situations, special weather driving conditions, local area vehicle driving laws, vehicle registration, motorcycle training and personal protective clothing requirements, safety belt and child safety seat laws, and alcohol and drug abuse driving countermeasures in these orientation lectures.

SECTION 9

CONVOYS, ESCORTS, AND PATROL ACTIVITIES

901. Convoys. Convoy movements will be coordinated by the convoy commander with the Security Officer/Provost Marshal. The Security Officer/Provost Marshal concerned will further coordinate with GOJ traffic control authorities in the areas through which the convoy will pass. Refer to reference (i) for movement of overweight/oversize vehicles which exceed the following limitations:

a. Width 2.5 meters (8.2 feet or 98.4 inches).

b. Weights as follows:

(1) Total	20 Metric Tons (or 44,092 lbs.)
(2) Axle	10 Metric Tons (or 22,046 lbs.)
(3) Wheel load	5 Metric Tons (or 11,023 lbs.)

c. Height 3.8 meters (12.46 feet or 149.6 inches).

d. Length 12 meters (39.37 feet or 472.4 inches).

e. Minimum turning radius of 12 meters (39.37 feet or 472.4 inches) for the outermost wheel print of the vehicle.

902. Escorts

a. U.S. Navy Military Police escorts will not be utilized outside U.S. Forces facilities except where prior arrangements have been made with the appropriate GOJ authorities. Use of such escort will be limited to those operational requirements where the safety or security of U.S. Forces personnel is involved (this precludes the escort of distinguished visitors outside U.S. Forces facilities and areas). Such escort will abide by Japanese laws and regulations.

b. Heavy, special purpose vehicles will be moved under escort when required by safety factors. Except in emergencies, vehicles of this type will be moved over public highways only during periods when minimum interference with civilian traffic can be anticipated. If heavy, special purpose vehicles are small enough to be carried by truck, then such means of transport should be used.

903. Patrol Activities. GOJ authorities have agreed that the maintenance of order and discipline among members of the U.S. Forces outside the boundaries of U.S. Forces facilities or areas is the responsibility of U.S. Forces law enforcement agencies. This function and responsibility includes off-base streets and highways. Actual patrol activities will be conducted as prescribed in service and command regulations.

Traffic Point System - Section 1
Mandatory Revocation/Suspension Assessments
See NOTES (1) and (2)
(Ref: OPNAVINST 11200.5C / MCO 5110.1C - Chapter 5)

Assessment 1: Two-year revocation is mandatory on determination of facts by the installation commander.

Violation: Driving while driver's license or installation driving privileges are under suspension or revocation.

Assessment 2: One-year revocation is mandatory on determination of facts by the installation commander.

Violation: Refusal to submit to or failure to complete chemical tests (implied consent).

Assessment 3: One-year revocation is mandatory upon conviction or determination of the facts by the installation commander.

Violation: Manslaughter (or negligent homicide by vehicle) resulting from the operation of a motor vehicle.

Driving a vehicle in the commission of a felony.

Fleeing the scene of an accident involving death or personal injury (hit and run).

Perjury or making a false statement; or affidavit under oath to responsible officials relating to the ownership or operation of motor vehicles.

Unauthorized use of a motor vehicle belonging to another when the act does not amount to a felony.

Assessment 4: Two year revocation is mandatory upon conviction or determination of the facts by the installation commander, in accordance with the provisions of the Japanese Road Traffic Law.

Violation: Driving or being in actual physical control of a motor vehicle while under the influence of any narcotic or drug, or while intoxicated with a BAC of 0.10 percent or more (DWI).

Assessment 5: Not less than six months to not more than one year suspension is mandatory upon conviction or determination of the facts by the installation commander.

Violation: Driving or being in actual physical control of a motor vehicle while under the influence of alcohol with a BAC of 0.05 percent and less than 0.10 percent (DUI).

Mental or physical impairment (not including alcohol or other drug use) to the degree rendered incompetent to drive.

Commission of an offense in another State which, if committed on the installation, would be grounds for suspension or revocation.

Permitting an unlawful or fraudulent use of an official driver's license.

Conviction of fleeing, or attempting to elude, a police officer.

Conviction of racing on the highway.

Assessment 6: Loss of OF-46 (SF 346) indefinitely is mandatory.

Violation: Receiving a second 1-year suspension within 3 years.

Assessment 7: Thirty-day suspension upon conviction or determination of the facts by the installation commander, in accordance with the Japanese Road Traffic Law.

Violation: Driving or being in actual physical control of a motor vehicle while under the influence of alcohol with a BAC of 0.03 percent and less than 0.05 percent (DWDI).

Traffic Point System - Section 2

Moving Violations Mandatory Traffic Points Assessments **See NOTE (3)**

Violation: Reckless driving (willful and wanton disregard for the safety of persons or property).
Points assessed: 6

Violation: Knowingly lending or otherwise entrusting a motor vehicle to a person whom the individual knows is intoxicated or under the influence of alcohol or other substances.
Points assessed: 6

Violation: Possessing open containers of alcohol, or consuming alcohol, inside of a motor vehicle.
Points assessed: 6

Violation: Fleeing the scene (hit and run) - property damage only.
Points assessed: 6

Violation: Speed contests.
Points assessed: 6

Violation: Speed too fast for conditions.
Points assessed: 2

Violation: Speed too slow, 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

Violation: One to 10 miles (15 kilometers) per hour over posted speed limit.
Points assessed: 3

Violation: Over 10 (15 kilometers) but not more than 15 miles (25 kilometers) per hour above posted speed limit.
Points assessed: 4

Violation: Over 15 (25 kilometers) but not more than 20 miles (35 kilometers) per hour above posted speed limit.
Points assessed: 5

Violation: Over 20 miles (35 kilometers) per hour above posted speed limit.
Points assessed: 6

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: Improper turning movements (no official sign involved).
Points assessed: 3

Violation: Wearing headphones/earphones while driving motor vehicles (two or more wheels).
Points assessed: 4

Violation: Failure to wear an approved helmet and/or reflectorized vest while operating or riding on a motorcycle, MOPED, or a three or four-wheel vehicle powered by a motorcycle like engine.
Points assessed: 3

Violation: Improper overtaking.
Points assessed: 3

Violation: Other moving violations (involving driver behavior only).
Points assessed: 3

Violation: Operating an unsafe vehicle. (See Note 42.)
Points assessed: 2

Violation: Driver involved in accident is deemed responsible (only added to points assessed for specific offenses).
Points assessed: 1

Section 3 - Non-moving Violation Revocation/Suspension

Local policies and points assessments shall be established for the following types of non-moving violations:

- Failure to maintain proper liability insurance.
- Failure to properly register a motor vehicle
- Parking violations
- Abandonment of vehicle

Enclosure (1), Sections 1 and 2 NOTES:

1. When imposing a suspension or revocation because of an off-installation offense, the effective date should be the same as the date of the civil conviction, or the date that State or host-nation driving privileges are suspended or revoked. This effective date can be retroactive.

2. **No points are assessed for revocation or suspension actions.** Except for implied consent violations, revocations must be based on a conviction by a civil court or courts-martial, non-judicial punishment under Article 15, UCMJ, or a separate hearing as addressed in this regulation. If revocation for implied consent is combined with another revocation, such as 2 years for driving while intoxicated, revocations may run consecutively or concurrently at the discretion of the installation commander. The installation commander's policy should be applied systematically and not on a case-by-case basis.

3. When two or more violations are committed on a single occasion, the points assessed will be for the offense having the greater value.

4. 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).

MOTORCYCLE REGULATIONS

1. General. The term "motorcycle" applies to all motorcycles, motor scooters, motorized bicycles, mopeds, or motor-assisted two or three wheel conveyances excluding three-wheeled motorcycles and motorcycles with attached sidecars. Motorcycles are recognized as an efficient and economical means of motor transportation, and many US personnel find them to be an enjoyable form of recreational transportation. While the responsiveness and maneuverability of a motorcycle may enhance the driving experience, the exposed position of the motorcycle operator and passenger can result in severe injury even in the most minor of incidents.

2. Background. Experience has shown that a purposeful, comprehensive motorcycle safety program, in conjunction with other similar safety programs, achieves the best results in reducing accidents. Commands shall ensure that the provisions of references (f), (g) and (q) are followed.

3. Regulation. Since operation of a motorcycle requires skills in addition to those required of other motor vehicle operators, added testing is necessary as part of the motorcycle safety effort. The following licensing, testing, and training requirements shall apply in addition to other requirements established by this instruction, to all motorcycle operators:

a. Ownership. To provide for effective control over possession of a motorcycle, no person shall be allowed to operate a motorcycle unless he/she is a licensed vehicle operator in Japan with an appropriate motorcycle endorsement. In the event the motorcycle is to be solely operated by a family member, the sponsor need not be a licensed operator but shall be required to provide proof demonstrating such family member is a licensed operator.

b. Training and Testing. Every operator of a motorcycle subject to the authority of this instruction, whether operated on/off US facilities or installations and on/off road at any location either on/off the base, shall successfully complete COMNAVSAFECEN approved motorcycle training. Motorcycle safety courses shall be conducted by COMNAVSAFECEN recognized instructors. Curriculum for operator/rider safety courses required by this instruction shall not be modified, nor substitute equivalent curriculum used without CNO (N09F) approval. When possible, certified command personnel should be used for training prospective motorcycle license applicants. For active duty personnel, motorcycle safety training shall be documented in military service records by NAVPERS 1070/613, Administrative Remarks (Encl (6)). Civilian and dependent motorcycle safety training will be documented in writing and the record held by the installation licensing office (VRO).

c. Refresher Training. All motorcycle operators are encouraged to complete a refresher course before each riding season, after long periods (6 months) of inactivity, following the purchase of a new motorcycle, or upon transfer to Japan.

d. Licensing. Two categories of motorcycle licenses will be issued: "ON-BASE ONLY" and "ON/OFF-BASE".

(1) "ON-BASE ONLY" licenses are issued to allow new drivers to practice and to facilitate initial registration of the motorcycle. All prospective motorcycle operators shall attended the COMNAVSAFECEN approved motorcycle safety course, and will be required to complete either 30 days of on base driving or a period of driving determined by an MSF instructor based on demonstrated performance ability.

(2) "ON/OFF-BASE" licenses may be issued to operators who meet all registration and testing requirements contained herein. All prospective operators who have previously completed the required training course listed in paragraph 3.b above, as evidenced by an official completion card/certificate and a motorcycle endorsement on a valid driver's license, are eligible for a motorcycle endorsement upon completion of all requirements for issuance of a USFJ Form 4EJ. To renew a motorcycle operator's license, personnel must present their MSF Card/Certificate and/or provide proof a license was previously issued by a U.S. Forces Japan (USFJ) licensing authority.

(3) Motorcycle operator permits are classified as follows: 250 cc or less moped or motor scooters; 125 cc or less; 400 cc or less; 750 cc or less; over 750 cc.

(a) Operating permits issued following road tests will be restricted to the size category of the motorcycle used during the actual road test. Once the initial testing process (administered by a COMNAVSAFECEN recognized instructor) has been satisfactorily completed, licensed motorcycle operators may obtain a licensing certificate for a different category motorcycle by passing the skill test.

(b) New or first time motorcycle operators, those without a current state issued motorcycle license or endorsement or other valid motorcycle license, may be licensed to operate a motorcycle with an engine size of 400 cc or smaller. New motorcycle operators must operate the motorcycle for at least one year, free of accidents or moving violations, before they may test to operate a larger motorcycle.

(4) Passenger Authorized. Only those personnel licensed for off-base motorcycle use with a minimum of one-year motorcycle driving experience will be authorized to carry passengers. Passengers may be carried only on a motorcycle designed and equipped for passengers and only on roads where passengers are allowed.

4. Motorcycle Operations. All motorcycles shall satisfy applicable safety and registration requirements for motor vehicles. Motorcycles must comply with local Japanese Noise Regulations and mufflers must be present and properly installed. Motorcycles designed and utilized exclusively for off-road operations need not be registered with Japanese authorities. Off-road motorcycles are required, however, to be registered with local military registration authorities.

a. Safety Inspection. Motorcycle safety inspections shall be conducted by an authority or agency competent to evaluate a motorcycle mechanical condition. See reference (i) for minimum safety standards.

b. Motorcycle Equipment

(1) Motorcycle operators shall ensure headlights are turned on at all times while the motorcycle is being operated on U.S. facilities and installations, unless otherwise directed.

(2) Motorcycles operated on U.S. facilities and installations must be equipped with two operational rear view mirrors mounted one on each side of the handlebars or on the left and right side of the fairing.

(3) In accordance with reference (f), the following personal protective equipment (PPE) shall be worn by all persons while operating or riding as a passenger on a motorcycle on U.S. facilities and installations and by all U.S. personnel while operating or riding as a passenger on a motorcycle off base:

(a) Operator and any passenger must wear a properly fastened (under the chin) protective helmet that provides a minimum of 3/4 coverage. Helmets must meet, at a minimum, U.S. Department of Transportation (DOT) standards. Helmets may also meet other standards such as the Snell Memorial Foundation or the American National Standards Institute. Personnel may use host-nation certified, equivalent helmets. Japanese Bureau of Safety Standards (green and white "Safety Goods" sticker attached) approved helmets meet these standards. 1/2 helmets and fake or novelty helmets are prohibited.

(b) Properly worn eye protective devices (impact or shatter resistant goggles or full-face shield properly attached to the helmet). A windshield, fairing or eyeglasses alone are not proper eye protection.

(c) Properly worn long-sleeved shirt or jacket, long-legged trousers and full-fingered gloves or mittens designed for motorcycle use.

(d) Sturdy footwear is mandatory. Leather boots or over the ankle shoes are strongly encouraged.

(e) All motorcycle and lightweight motorized scooter operators and passengers will wear brightly colored reflective vests or outer garments with a minimum of 138 square inches. For example, an appropriate vest would have a reflective strip at the top and bottom of vest on both back and front of vest. The reflective vest will not be covered by a backpack or similar item. The only approved reflective vest colors are international orange and lime green

(4) Japanese Motorcyclists. Japanese law states that operators of two wheeled vehicles (motorcycles) are required to wear helmets. Traffic regulations in effect on board U.S. facilities and installation are applicable to Japanese nationals while they are within the confines of such facilities and installations. Accordingly, all personnel, including Japanese and SOFA sponsored members, who operate motorcycles on U.S. facilities and installations are required to satisfy the personal protective equipment requirements outlined in subparagraph 4.b(3)(a)-(e) above. Equipment utilized by Japanese nationals should be equivalent in quality and design to that required for U.S. person.

DRIVER'S LICENSE INFORMATION
(Sample Letter)

FROM:

TO: (State) Department of Vehicle Registration and Licensing
(See lists of state agencies/addresses in reference (m).)

SUBJ: NOTIFICATION OF PERSON CONVICTED OF AN INTOXICATED DRIVING OFFENSE

This letter is your notification that on _____,
(date)
_____, a member of
(LAST, First, Middle Initial) & (SSN)
_____, _____,
(Branch of Military Service or DoD Component) (Base Location)

was found guilty of (intoxicated driving or refusal to take a blood alcohol content (BAC) test in a (court-martial, non-judicial proceeding under Article 15 of the UCMJ, traffic court, civil court). (If civil court, give court name and case number.) (He/She) holds a

_____ driver's license, number _____, issued
(State)
_____, expiring on _____.
(Date) (Date)

(He/She was arrested _____ by (Japanese or
(Date and Base Location)
military) police while driving vehicle license number

_____. A BAC test (was or was not) taken

(with a reading of _____). Based on the above information, this individual's installation driving privileges have been suspended for (insert number of years). The individual's current address is:

_____

_____

_____

Signer

CERTIFICATE FOR TRANSIT OF TOLL ROADS BY MILITARY VEHICLES
軍用車両有料道路通行証明書

SERIAL NUMBER 整理番号
3 - 179185

1. TYPE OF VEHICLE 種

2. DRIVER'S NAME 運転者氏名
TSURUOKA Kohji MLC/USN

3. VEHICLE NUMBER 車両番号

4. DATE 発行日

5. LOCATION 業務・区域所在地
PWC700

SAMPLE ONLY

THIS IS TO CERTIFY THAT THE ABOVE IS THE UNITED STATES MILITARY VEHICLE AS REFERRED TO IN THE SECOND SENTENCE OF PARAGRAPH 2 OF ARTICLE V OF THE STATUS OF FORCES AGREEMENT BETWEEN JAPAN AND THE UNITED STATES.
本車両は、日米間の地位協定第5条2項第2文にいう合衆国の軍用車両であることを証明する。

6. SIGNATURE OF CERTIFIER 発行責任者署名

7. TITLE 職

TRANSPORTATION
DEPARTMENT
PWC, YOKOSUKA

通行月

車種区分	入口IC	出口IC

USFJ FORM FEB 94 19EJ 0980-LF-000-0600

VEHICLE CONTROL/SAFE DRIVING SKILLS

(Ref: 49 CFR, Part 383, Subpart G "REQUIRED KNOWLEDGE AND SKILLS")

NOTE: These examples relate to paragraphs (a) and (b) of sec. 383.113 only.

1. **Basic vehicle control skills**. All applicants for a drivers license must possess and demonstrate the following basic motor vehicle control skills for each vehicle group, which the driver operates or expects to operate. These skills shall include:

(a) Ability to start, warm-up, and shut down the engine;

(b) Ability to put the motor vehicle in motion and accelerate smoothly, forward and backward;

(c) Ability to bring the motor vehicle to a smooth stop;

(d) Ability to back the motor vehicle in a straight line, and check path and clearance while backing;

(e) Ability to position the motor vehicle to negotiate gear and then make left and right turns;

(f) Ability to shift as required and select appropriate gear for speed and highway conditions;

(g) Ability to back along a curved path; and

(h) Ability to observe the road and the behavior of other motor vehicles, particularly before changing speed and direction.

2. **Safe driving skills**. All applicants for a Drivers License must possess and demonstrate the following safe driving skills for any vehicle group. These skills shall include:

(a) Ability to use proper visual search methods;

(b) Ability to signal appropriately when changing speed or direction in traffic;

(c) Ability to adjust speed to the configuration and condition of the roadway, weather and visibility conditions, traffic conditions, and motor vehicle, cargo and driver conditions.

(d) Ability to choose a safe gap for changing lanes, passing other vehicles, as well as for crossing or entering traffic;

(e) Ability to position the motor vehicle correctly before and during a turn to prevent other vehicles from passing on the wrong side as well as to prevent problems caused by off-tracking;

(f) Ability to maintain a safe following distance depending on the condition of the road, on visibility, and on vehicle weight; and

(g) Ability to adjust operation of the motor vehicle to prevailing weather conditions including speed selection, braking, direction changes, and following distance to maintain control.

ADMINISTRATIVE REMARKS

MEMBER HAS COMPLETED A COMNAVSAFECEN RECOGNIZED MOTORCYCLE / SCOOTER SAFETY COURSE IN ACCORDANCE WITH OPNAVINST 5100.12G.

_____: OPERATING A MOTORCYCLE OR SCOOTER IS A HIGH RISK ACTIVITY INHERENTLY DANGEROUS AND AS SUCH I WILL ABIDE BY ALL REGULATIONS AS OUTLINED IN OPNAVINST 5100.12G

_____: I FULLY UNDERSTAND THAT PERSONAL PROTECTIVE EQUIPMENT **(PPE)** IS MANDATORY AND MUST BE WORN WHILE OPERATING OR RIDING ON A MOTORCYCLE REGARDLESS OF LOCATION OR DUTY STATUS. PPE REQUIREMENTS ARE: A PROPERLY FASTENED PROTECTIVE HELMET **THAT MEETS U.S. DEPARTMENT OF TRANSPORTATION (DOT) STANDARD OR HOST NATION EQUIVALENT STANDARDS**; PROPERLY WORN IMPACT OR SHATTER-PROOF GOGGLES OR FULL-FACE SHIELD PROPERLY ATTACHED TO THE HELMET; PROPERLY WORN LONG-SLEEVED SHIRT OR JACKET, LONG LEGGED TROUSERS AND FULL FINGERED GLOVES OR MITTENS DESIGNED FOR USE ON A MOTORCYCLE; STURDY **OVER-THE-ANKLE** FOOTWEAR; BRIGHTLY COLORED AND REFLECTIVE UPPER GARMENT/VEST. THE OUTER UPPER GARMENT/VEST MUST BE CLEARLY VISIBLE.

_____: I FULLY UNDERSTAND THAT OPERATING A MOTORCYCLE OR SCOOTER IS A PERSONAL CHOICE AND I AM PERSONALLY ACCOUNTABLE FOR MY ACTIONS, SUCH AS RECKLESS DRIVING OR THE ABSENCE OF PPE. I UNDERSTAND THAT OPNAVINST 5100.12G is a lawful general regulation and violations of it may result in administrative or disciplinary action under the Uniform Code of Military Justice or civilian personnel regulations. ADDITIONALLY, VIOLATIONS OF OPNAVINST 5100.12G MAY BE CONSIDERED IN MAKING LINE OF DUTY/MISCONDUCT DETERMINATIONS FOR INJURIES RECEIVED ON OR OFF

_____
Printed Name/Signature/Date

_____
Command

_____
Witness Name/Signature/Date

ADMINISTRATIVE REMARKS
MILITARY MEMBERS

In consideration of being allowed to own and operate a privately owned motor vehicle in Japan as a member of the force as defined by the U.S.-Japan Status of Forces Agreement, I certify and acknowledge the following:

_____I may operate a privately owned vehicle (POV) only if I possess and produce, on demand by competent military or civilian authority, a valid USFJ Form 4EJ, Japan Operators Permit for Civilian Vehicles, and proof of ownership or written permission to operate the vehicle.

_____I must possess, maintain and produce, on demand by competent military or civilian authority, proof of insurance including Japanese Compulsory Insurance (JCI) and supplemental insurance in an amount not less than $300,000 bodily injury and $30,000 property damage.

_____I must pay, possess and produce, upon demand of competent military or civilian authority, proof of current annual Japanese Road Tax. Road Tax fees are paid annually.

_____I must have and must maintain a designated "legal" parking space at my residence in accordance with local Parking Certificate requirements.

_____Any vehicle registered to me must be properly transferred or deregistered and disposed of (junked) prior to my execution of Permanent Change of Station (PCS) orders or transfer from my command. If I do not properly dispose of a vehicle registered to me, it may be declared abandoned and disposed of by the installation commander or his designee. I acknowledge that I am responsible for any costs associated with such disposal. **In accordance with the provisions of DOD 7000.14R (DOD Financial Management Regulation), Volume 7A, Chapter 50, Section 500104, I specifically authorize pay checkage from my pay account to pay for any disposal costs incurred. In addition, I specifically waive any due process rights accorded under Section 500104.** I understand that failure to pay disposal costs incurred by the Government will result in an indebtedness to the United States Government.

_____CNFJINST 5800.9Q is a lawful general regulation and violations of it may result in administrative or disciplinary action under the Uniform Code of Military Justice or civilian personnel regulations.

_____
Printed Name/Signature/Date

_____
Command

_____
Witness Name/Signature/Date

ADMINISTRATIVE REMARKS
CIVILIAN EMPLOYEES

In consideration of being allowed to own and operate a privately owned motor vehicle in Japan as a member of the force as defined by the U.S.-Japan Status of Forces Agreement, I certify and acknowledge the following:

_____I may operate a privately owned vehicle (POV) only if I possess and produce, on demand by competent military or civilian authority, a valid USFJ Form 4EJ, Japan Operators Permit for Civilian Vehicles, and proof of ownership or written permission to operate the vehicle.

_____I must possess, maintain and produce, on demand by competent military or civilian authority, proof of insurance including Japanese Compulsory Insurance (JCI) and supplemental insurance in an amount not less than $300,000 bodily injury and $30,000 property damage.

_____I must pay, possess and produce, upon demand of competent military or civilian authority, proof of current annual Japanese Road Tax. Road Tax fees are paid annually.

_____I must have and must maintain a designated "legal" parking space at my residence in accordance with local Parking Certificate requirements.

_____Any vehicle registered to me must be properly transferred or deregistered and disposed of (junked) prior to my execution of Permanent Change of Station (PCS) orders or transfer from my command. If I do not properly dispose of a vehicle registered to me, it may be declared abandoned and disposed of by the installation commander or his designee. I acknowledge that I am responsible for any costs associated with such disposal. **In accordance with the provisions of DOD 7000.14R (DOD Financial Management Regulation), Volume 7A, Chapter 8, Section 0802, I voluntarily authorize and consent to withholding from my pay account any disposal costs incurred. In addition, I specifically waive any due process rights accorded under Section 0803.** I understand that failure to pay disposal costs incurred by the Government will result in an indebtedness to the United States Government.

_____CNFJINST 5800.9Q is a lawful general regulation and violations of it may result in administrative or disciplinary action under the Uniform Code of Military Justice or civilian personnel regulations.

Printed Name/Signature/Date

Command

Witness Name/Signature/Date

ADMINISTRATIVE REMARKS
OTHER CIVILIANS

In consideration of being allowed to own and operate a privately owned motor vehicle in Japan as a member of the force as defined by the U.S.-Japan Status of Forces Agreement, I certify and acknowledge the following:

_____I may operate a privately owned vehicle (POV) only if I possess and produce, on demand by competent military or civilian authority, a valid USFJ Form 4EJ, Japan Operators Permit for Civilian Vehicles, and proof of ownership or written permission to operate the vehicle.

_____I must possess, maintain and produce, on demand by competent military or civilian authority, proof of insurance including Japanese Compulsory Insurance (JCI) and supplemental insurance in an amount not less than $300,000 bodily injury and $30,000 property damage.

_____I must pay, possess and produce, upon demand of competent military or civilian authority, proof of current annual Japanese Road Tax. Road Tax fees are paid annually.

_____I must have and must maintain a designated "legal" parking space at my residence in accordance with local Parking Certificate requirements.

_____Any vehicle registered to me must be properly transferred or deregistered and disposed of (junked) prior to my execution of Permanent Change of Station (PCS) orders or transfer from my command. If I do not properly dispose of a vehicle registered to me, it may be declared abandoned and disposed of by the installation commander or his designee. I acknowledge that I am responsible for any costs associated with such disposal. I understand that failure to pay disposal costs incurred by the Government will result in an indebtedness to the United States Government.

_____CNFJINST 5800.9Q is a lawful general regulation and violations of it may result in administrative or disciplinary action under the Uniform Code of Military Justice or civilian personnel regulations.

_____
Printed Name/Signature/Date

_____
Command

_____
Witness Name/Signature/Date

CIVILIAN EMPLOYEE

VOLUNTARY REPAYMENT AGREEMENT

To: (INSTALLATION COMMANDER)

I _____, SSN _____, as condition to be allowed to own and operate a privately owned vehicle in Japan as a member of the Force under the US-Japan Status of Forces Agreement, agree to pay any costs incurred by the United States Government to dispose of my vehicle [(YEAR),(MAKE),(MODEL),(COLOR),(VIN)] _____ which may be declared abandoned by the installation commander. I agree to repay such indebtedness by a one-time payroll deduction.

_____
Signature and Date

_____
Daytime Phone Number

_____
Witness Printed Name/Signature/Date