

Chapter 2 Driving Privileges

2-1. Requirements for driving privileges

a. Driving a Government vehicle or POV on a military installation is a privilege granted by the installation commander. Persons who accept the privilege must:

- (1) Comply with laws and regulations governing motor vehicle operations on the installation.
- (2) Comply with laws and regulations governing motor vehicle operations as set out in this regulation and/or other applicable regulations issued by military authorities, e.g., DA, USAREUR, USAFE, USNAVEUR or AFNORTH.
- (3) Comply with the AFNORTH and/or other applicable vehicle registration requirements imposed by military and/or host nation authorities.
- (4) Possess, while operating a motor vehicle, and produce on demand to law enforcement personnel, the following:
 - (a) Proof of vehicle ownership.
 - (b) A valid USAFE Form 374, "USAFE Driving Permit" (Valid for six years).
 - (c) A valid AFNORTH "The Netherlands Driving License" (only for AFNORTH registered vehicles).
 - (d) Proof of third party liability insurance in an amount not less than that required under The Netherlands compulsory insurance law.
 - (e) Possession of a valid USAFE 374, issued by Drivers Testing Schinnen, is required prior to pick up of POV at the Vehicle Processing Center (VPC). On a case-by-case basis, a temporary driver's license (USAFE 374) may be issued at the discretion of the Drivers Testing Center or the Provost Marshal, not to exceed 30 days.

Chapter 4 Motor Vehicle Registration

4-1. Licensing of Operators

a. Military, civilian personnel and their family members must have a USAFE Form 374, issued within The Netherlands issued by the USAG Schinnen Driver's Testing Office or other agency operating with permission and under the guidelines of the USAG Schinnen Driver's Testing Office and the Provost Marshal Office (PMO). The USAG Schinnen Driver's Testing Office is responsible for issuing and overseeing the USAFE Form 374 Driving Permit program at all commands throughout The Netherlands in order to ensure compliance with Dutch regulations and to ensure the safety of U.S. personnel.

b. To get a USAFE certificate of license, military and civilian personnel and their family members must have a valid stateside or country driver's license. Military and civilian employees may also use the OF 346 in place of a current stateside or country drivers' license to apply for a USAFE certificate of license.

c. No person subject to this regulation will operate a POV outside The Netherlands unless they have in their possession a valid operator's license as required by the civil authorities where they are driving and a valid USAFE Form 374.

d. Before issuing a USAFE Form 374, the issuing authority will require and determine from the applicants or available records, that the applicants:

(1) Have reached their 18th birthday if they are applying to operate a POV (automobile, truck or motorcycle) having a displacement of over 50 cc or;

(2) Have reached their 16th birthday if they are applying to operate a POV (bicycle with a motor [bromfiets/moped] having a displacement of not over 50 cc. Any license for such an operator will be identified as valid for bromfiets/moped only; and

(3) Have taken and passed a written examination pertaining to, but not limited to, Netherlands traffic laws and official Netherlands road signs; and

(4) For motorcycles/bromfiets/mopeds have attended and passed a safety course administered by the Drivers Testing Administrator, USAG Schinnen or other appropriate office approved by the USAG Schinnen Driver's Testing Office.

(5) Are not currently under suspension/revocation of driving privileges required by military or civil authorities.

(6) Do not suffer from a disability or disease, which prevents exercise of reasonable control for the safe operation of a vehicle.

(7) Have taken and satisfactorily passed examinations regarding visual acuity and depth perception.

e. All personnel subject to this regulation must be aware that they are only entitled to operate certain categories of vehicles as described on their USAFE Form 374. The USAFE Form 374 may also specify certain restrictions that must be complied with when operating a vehicle, e.g., wearing corrective lenses. Operators of vehicles will operate only that category or those categories of vehicle(s) specified on the USAFE Form 374, and will comply with any restrictions listed on the USAFE Form 374.

f. Personnel will ensure they comply with AFNORTH requirements before allowing another person to operate AFNORTH-registered vehicles. Permission must be requested from the AFNORTH Provost Marshal. Once permission is received from AFNORTH, the registered owner is still responsible for ensuring the other person has a valid AFNORTH operator's permit and, if applicable, a USAFE Form 374.

g. Personnel with BN/GN plated vehicles will ensure they meet all regulatory requirements as indicated throughout this regulation. The registered owner is responsible for ensuring that anyone else who operates their vehicle has a valid USAFE Form 374 in their possession.

4-4. Insurance Requirements

a. No POV will be registered or operated unless the application is accompanied by acceptable documentary evidence of third party liability insurance in an amount not less than that required under The Netherlands compulsory insurance law and such insurance is maintained in force. An insurance company authorized by Netherlands authorities to do business in The Netherlands must issue such insurance.

b. Policies or renewals of policies will be for a term of not less than six months. If the insured can produce evidence that they will be leaving the European command in less than six months, a policy or renewal will be accepted for a shorter period. All personnel will notify the vehicle registration office, when their vehicles are registered, that their policies have been renewed.

c. No person may operate or permit the operation of a vehicle unless the liability that may arise from such operation is covered in accordance with paragraph 2-6a above. Failure to maintain insurance may result in the suspension or revocation of the driver's license.

d. Commanders and supervisors of civilian employees will establish necessary controls to ensure that automobile owners maintain current valid liability insurance policies in force (i.e. vehicle safety checks prior to long weekends).

Section V Motorcycles And Similar Vehicles

5-22. Motorcycle Safety

a. Motorcycle operators will ride only on the permanently attached seat. Operators will not carry another person on a motorcycle unless the motorcycle is designed to carry more than one person. Passengers must ride on the permanent and regular seat (if designed for two persons) or on another seat firmly attached to the motorcycle at the rear or to the side of the operator.

b. Persons riding a motorcycle must sit facing forward with one leg on each side of the motorcycle.

c. Motorcycle operators will not carry bundles, packages, or other articles that prevent them from keeping both hands on the handlebars.

d. Motorcycle passengers will not interfere with the operation or control of the motorcycle or the view of the operator.

e. Motorcycle riders will not attach themselves or the motorcycle to any other vehicle on the road.

f. Motorcycle operators and passengers will wear—IAW DODI 6055.4, DOD Traffic Safety Program, dated 20 Jul 99 (Failure to wear the PPE or comply with licensing or operator training requirements may be considered in making line-of-duty determinations if the injury is from such nonuse of PPE or noncompliance.)

(1) A helmet properly fastened under the chin. Helmets must meet the American National Standards Institute standard Z90-1 or the Economic Commission for Europe Norm 22-02.

(2) Shatterproof eye protection. Eye protection must meet the Vehicle Equipment Safety Commission Regulation, standard 8.

(3) Protective clothing. Clothing will include—

(a) Full-fingered gloves.

(b) High-visibility garments (bright-colored clothing for day travel and reflective clothing for night travel).

(c) Leather boots or over-the-ankle shoes.

(d) Long-sleeved shirt or jacket.

(e) Trousers.

Excerpt from IAW DODI 6055.4 (20 July 99)

E3.2. MOTORCYCLE SAFETY (HSPG NUMBER 3)

E3.2.1. Operators of Government and privately owned motorcycles (both street and off-road versions) on DoD installations must be appropriately licensed to operate on public highways (except where not required by the SOFAs or local laws). A valid U.S. Government Motor Vehicle Operator's Identification Card (OF-346) or a Unit Level Logistics System (ULLS) Operator Qualification record fulfills the licensing requirement for operators of tactical motorcycles.

E3.2.2. Where State or local laws applicable to the installation require special licenses to operate privately owned motorcycles, motorized bicycles (Mopeds), motor scooters, or ATVs, such license requirements, as a minimum, shall apply to operation of those vehicles on DoD installations.

E3.2.3. Before operation of any motorcycle, personnel shall successfully complete an approved rider or operator safety course. This training requirement excludes those operating motorcycles with attached sidecars and three-wheel motorcycles.

E3.2.3.1. The safety course must include the following: the appropriate Motorcycle Safety Foundation (MSF) or Specialty Vehicle Institute of America (SVIA) or MSF-based State-approved curriculum taught by certified or licensed instructors; hands-on training; and a performance-based and knowledge-based evaluation.

E3.2.3.2. Training required by this Instruction shall be provided at no cost to military and DoD civilian personnel. Personnel shall not be charged leave to attend training required by this Instruction.

E3.2.3.3. Additional performance based evaluations may be required for off-road recreational operation of privately owned vehicles or vehicles controlled by morale, recreation, and welfare organizations on DoD installations. Privately owned ATV and off-road motorcycle operators should complete training. Operators are also encouraged to complete refresher training before each riding season or after long periods of inactivity.

E3.2.3.4. Curriculum and proficiency training for tactical motorcycles will be tailored to satisfy specific mission objectives. Operators will have previously completed a safety course as required in the above paragraph E3.2.3.1.

E3.2.4. The DoD Components will develop and approve safety requirements tactical motorcycles integrating operational risk management into tactics, techniques, and procedures training when required by military mission.

E3.2.5. When operated on any DoD installation, in both on- and off-road modes, all Government or privately owned motorcycles, Mopeds, motor scooters, and ATVs (when equipped) must have headlights turned on at all times, except where prohibited by military mission, the SOFAs, or local laws.

E3.2.6. Motorcycles, except Government-owned off-road motorcycles on tactical missions or training, shall be equipped with rear view mirrors mounted on the handlebar or fairing.

E3.2.7. Requirements for Personal Protective Equipment (PPE) are as follows:

E3.2.7.1. The following PPE is mandatory for all persons as listed in paragraph 2.2. of the Instruction while operating or riding as a passenger on a motorcycle or ATV.

E3.2.7.1.1. Helmets. Certified to meet Department of Transportation (DOT) standards properly fastened under the chin. If stationed outside CONUS and the host nation does not have an equivalent helmet standard, the helmet will meet the U.S. Department of Transportation standard.

E3.2.7.1.2. Goggles and Face Shields. Impact or shatter resistant goggles or full-face shield properly attached to helmet. A windshield or eye glasses alone are not proper eye protection.

E3.2.7.1.3. Sturdy Footwear is mandatory. Leather boots or over the ankle shoes are strongly encouraged.

E3.2.7.1.4. Clothing. Long sleeved shirt or jacket, long trousers, and full-fingered gloves or mittens designed for use on a motorcycle.

E3.2.7.1.5. Garment Visibility. A brightly colored outer upper garment during the day and a reflective upper garment during the night. Outer upper garment shall be clearly visible and not covered.

E3.2.8. The PPE for Government-owned motorcycle and ATV operators during off-road operations should also include knee and shin guards and padded full-fingered gloves.

E3.2.9. Failure to wear the PPE or comply with licensing or operator training requirements may be considered in making line-of-duty determinations if the injury is from such nonuse of PPE or noncompliance.

Excerpts from AR 385-55

B-3. Motorcycle safety (HSPS No. 3)

To operate on Army installations—

a. Operators of privately or government-owned motorcycles and mopeds must be currently licensed by civil authorities and by competent military authorities outside the United States to drive motorcycles or mopeds on public roadways, except where not required by SOFA or local laws. Mopeds will not carry passengers unless specifically designed to do so.

b. Each driver of a privately or government-owned motorcycle or moped will be required to satisfactorily complete an Army-approved motorcycle safety course. The course will consist of classroom instruction, hands-on training, and the successful completion of hands-on and written evaluation.

c. Motorcycles and mopeds must have headlights turned on at all times except where prohibited by SOFA or local laws.

d. Soldiers will wear a properly fastened, approved helmet whenever and wherever (on or off post) they operate or ride a motorcycle or moped. Civilian personnel must wear a helmet while driving or riding as a passenger on a motorcycle or moped on Army installations or while on Government business off the installation. The helmet will be properly fastened (under the chin) and meet DOT motorcycle safety helmet construction standards. (The Army and Air Force Exchange Service, the Navy Resale System, and the Marine Corps Exchanges will offer for sale only those helmets that meet at least the DOT standards.)

e. Soldiers will wear proper eye protection, full-fingered gloves, long trousers, long-sleeved shirt or jacket, high-visibility garments (bright color for day and retro-reflective for night), and leather boots or over-the-ankle shoes whenever and wherever they operate or ride a motorcycle or moped. Civilian personnel must wear the same protective clothing specified for soldiers when operating or riding a motorcycle or moped on Army installations or while on Government business off the installation. Proper eye protection includes clear goggles or a face shield attached to the helmet. A motorcycle or moped windshield or fairing is not considered proper eye protection.

f. Government-owned motorcycles and those motorcycles and mopeds registered on an installation by soldiers must have two rearview mirrors (one mirror on each side). Motorcycles and mopeds owned by civilian personnel and operated on a military reservation must also have two rearview mirrors (one mirror on each side).

g. Motorcycle and moped safety requirements do not apply to bicycles; however, bicycle riders should be encouraged to use the protective equipment listed above.

h. The use of headphones or earphones while driving a motorcycle or moped on Army installation roads and streets is prohibited.