

**Figure F-3. Personal Transportation Device Counseling and Endorsement Worksheet**

PERSONAL TRANSPORTATION DEVICE COUNSELING AND ENDORSEMENT WORKSHEET					Date:
For use of this form, see USFK REG 190-1; the proponent agency is USFK Safety					
<b>1. Individual Data</b>					
Name (Last, First, MI):		Grade:	Gender:	DOB (DD/MMM/YY):	DOD ID #:
Hair Color:	Eye Color:	Height:	Weight:	Place of Birth:	
Unit:			Duty Phone:		
<b>2. Interactive Discussion</b>					
<p><b>Briefing Instructions:</b> Discuss training, experience, safety equipment and PPE requirements, liabilities, and responsibilities with person requesting licensing on a PTD. This worksheet is not intended to prohibit personnel from being licensed on a PTD, but to ensure they are familiar with the hazards, risks, and liabilities associated with owning and operating a PTD in Korea. Ensure the individual understands the need to exercise sound judgement and self-discipline and to not put life, limb, or the performance of their duties at risk.</p>					
<p><b>Describe Previous Experience with operating a PTD</b>  None    Some Experience    Previous Owner    Additional Remarks</p>					
<b>Operator's Initials</b>	<b>Areas of Discussion</b>				
	<p><b>Definition:</b> A PTD is a vehicle designed to transport personnel but not registered as a motor vehicle, motorcycle, or motor scooter that propels the device at a maximum speed of not more than 60 kilometers per hour on level ground. These devices include powered electric or motorized transportation devices such as Segway, Mini-Segway, powered electric or motorized stand-up scooter, powered electric or motorized bicycles, and other powered electric or motorized vehicles upon or by which any person may be transported and used upon a USFK or Korean roadway, bike lane, or bike path. <b>Note:</b> Devices capable of exceeding 60 kilometers per hour <u>are not</u> considered PTDs and are subject to requirements associated with other motorized devices as appropriate.</p>				
	<p><b>Risks:</b> Riding a PTD involves some risks not encountered when driving an automobile.</p> <ul style="list-style-type: none"> <li>• PTDs do not have the stability of cars because they must be balanced</li> <li>• They leave you more vulnerable in a crash because there is less protection</li> <li>• They are not as readily seen as automobiles because of their size, especially in limited visibility.</li> <li>• Other motorists, particularly those who don't ride PTDs, may not be looking for them. This places the rider at greater risk, especially in intersections.</li> </ul>				
	<p><b>Personal Protective Equipment:</b></p> <ul style="list-style-type: none"> <li>• Personnel operating any PTD will wear a helmet properly fastened under the chin. Helmets must meet ASTM F1447, Snell B-95, or other host nation standard for bicycle helmets.</li> <li>• Personnel operating bicycles and PTDs are encouraged to wear brightly colored or reflective outer upper garments.</li> </ul>				
	<p><b>Training:</b> To receive a USFK POV Operator's Permit (USFK Form 134EK) or a USFK PTD Operator's Permit, personnel must take the U.S. Forces Korea Driver Licensing Course and pass the exam on JKO as a prerequisite to licensing. In addition to the standard motor vehicle training and testing, personnel wishing to operate a PTD on a USFK or Korean roadway, street, bicycle path, or other right of way must also complete the online PTD specific training and pass the PTD exam prior to being licensed.</p>				
	<p><b>Liabilities:</b> Operators of PTDs must obey the same traffic laws as other vehicles when operating on a Korean or USFK right-of-way. As such, PTD operators may be held responsible for all civil and criminal liabilities if involved in an accident. <b>Note:</b> Currently, there is very limited insurance coverage available to cover potential civil liability claims, and PTD operators would be responsible for full liability costs.</p>				
	<p><b>Prohibitions:</b></p> <ul style="list-style-type: none"> <li>• Operators of PTDs will not carry any package, bundle, or article when transporting the article prevents the operator from keeping both hands free to control the PTD and to give signals.</li> <li>• Operators of PTDs will not use mobile phones or wear listening devices such as ear buds and headphones while operating a PTD.</li> <li>• Operators of PTDs will yield the right of way to any pedestrian in a crosswalk or in a parking area.</li> <li>• Operators of PTDs will not operate a PTD while in a pedestrian crosswalk. Operators of PTDs utilizing a pedestrian crosswalk to cross a street must dismount the PTD and push it across the street in the pedestrian crosswalk.</li> </ul>				

**Figure F-3. Personal Transportation Device Counseling and Endorsement Worksheet (Cont')**

<b>2. Interactive Discussion</b> <i>(continued)</i>	
<b>Operator's Initials</b>	<b>Areas of Discussion</b>
	<p><b>Essential PTD Requirements:</b></p> <p><b>Licensing and Registration:</b> All USFK personnel wishing to operate a PTD on USFK or Korean public roadway, street, bicycle path, or other right-of way must adhere to the following requirements</p> <ul style="list-style-type: none"> <li>• Pass the standard motor vehicle driver licensing test and receive a USFK PTD Operators Permit or a separate endorsement for PTD operations on their USFK Form 134EK, USFK Motor Vehicle Operator's Permit.</li> <li>• A USFK PTD Operators Permit or a USFK Motor Vehicle Operator's Permit (USFK Form 134EK) is valid for 5 years for PTDs unless PTD operations are suspended or revoked.</li> <li>• If a USFK PTD Operators Permit or a USFK Motor Vehicle Operator's Permit (USFK Form 134EK) is suspended or revoked, the licensee will not operate any PTD until his or her driving privileges are restored.</li> <li>• Register their bicycle and/or PTD in DBIDs at the Area VRO within 10 days of purchase.</li> </ul> <p><b>Lane Priority:</b> Operators of PTDs will utilize in order of priority:</p> <ol style="list-style-type: none"> <li>1. Bike paths.</li> <li>2. Designated roadway bike lanes.</li> <li>3. Roadways without bike lanes. When bike paths or bike lanes are not available, operators of bicycles or PTDs will ride as near to the right side of the roadway as practical and will exercise due care when passing a standing vehicle or one proceeding in the same direction.</li> </ol> <p><b>Note:</b> PTDs shall not be used on sidewalks located on and/or off USFK military installations.</p> <p><b>Passengers:</b> PTDs will not be used to carry more persons at one time than the number for which they are designed and equipped as defined in the user's manual – <b>Note:</b> Passengers are not allowed on stand-up electric scooters.</p> <p><b>Speed:</b> Operators of PTDs will obey the same speed limits as those of any vehicle operated on the same roadway. Bike paths may also have speed limits that differ from adjacent roadway speed limits and PTDs operating on these bike paths must obey posted speed limits.</p>
<b>3. Endorsement</b>	
<b>Date</b>	<b>Signature of Applicant</b>
<b>Date</b>	<b>Name of Commander / Delegate</b> <i>(Signature)</i>
<b>4. Additional Comments</b>	
<b>FOR OFFICIAL USE ONLY</b>	
<i>Authority:</i>	<i>10 U.S.C., Chapter 40; 37 U.S.C. Chapter 9, EO 9397. November 1943</i>
<i>Principal Purposes:</i>	<i>For documentation of occupational safety, environmental and health training.</i>
<i>Disclosure is Voluntary:</i>	<i>Disclosure of your personal information is voluntary; however, failure to disclose it may delay processing of your application.</i>