

times in the first 30 days of new traffic laws, the USAREUR spokeswoman said. In this case, the grace period will end June 30.

U.S. officials have requested a waiver from the transportation ministry to permit use of U.S.-approved child-restraint devices, but the issue has not yet been decided, the ministry said.

If the waiver is not granted, the spokeswoman said, U.S. families must buy new child-restraint devices, which may cost up to \$188. There is also a required booster-type seat for children aged 4-12.

Approval of the waiver would mean U.S. families would only have to buy the booster-type device for children older than 4.

USAREUR has required use of U.S.- or EC-approved child-restraint devices for children under 4 years of age or 50 pounds for several years.

The Army and Air Force Exchange Service-Europe will be stocking seats that meet the new requirement. They should be available in exchanges and some auto-parts concessions near the end of the first week of April, the spokeswoman said.

Suitable equipment carries an EC certification label with a capital "E" and numbers 1-12 within a circle; the weight range is listed in kilograms.

Other new driving regulations deal with speed limits and running traffic lights.

"One of the more stringent penalties is



Spec. Brad Bowman and his wife, Mia, have a child restraint seat, left, that costs \$75. But a new German law may require the couple who live in Hoechst, Germany, to purchase a European Community-approved seat, like the one at right, which sells for 255 marks, or about \$160.

S&S: Jim Detheim

that drivers who exceed speed limits by more than 31 kilometers an hour (about 19 mph) in built-up areas will have their drivers' licenses revoked for at least a month," the ministry spokeswoman said.

Although the German law has increased the number of points taken from German driving permits for violations, the USAREUR spokeswoman said the military has not changed its point-deduction system for USAREUR license holders.

Other new regulations call for:
 • Drivers who hinder traffic or cause damage when turning into a driveway will be subject to an increased fine of \$63. Previously there was no such regulation.

• Drivers who run red traffic lights after the light has changed for more than one second will be subject to a \$156 fine and have their licenses revoked for one month.

Should an accident occur or others be endangered after running the light for more than a second, drivers will be subject to a \$250 fine and have their licenses revoked for one month.

Drivers running a changing red light

German speeding fines		
Fines for exceeding speed limits:		
Excess speed	Inside built-up areas	Outside built-up areas
21 to 25 km/h	80 DM	100 DM
26 to 30 km/h	100 DM	120 DM
31 to 40 km/h	150 DM	200 DM
41 to 50 km/h	200 DM	250 DM
51 to 60 km/h	300 DM	350 DM
60 plus km/h	400 DM	450 DM

Loss of license will result for the following number of months		
Excess speed	Inside built-up areas	Outside built-up areas
21 to 25 km/h	0	0
26 to 30 km/h	0	0
31 to 40 km/h	1	0
41 to 50 km/h	1	1
51 to 60 km/h	1	1
60 plus km/h	2	1

S&S: Peter Jaeger

will be subject to a \$63 fine. Other plans recently talked about would make driving more expensive for Germans are raising the tax on gasoline and diesel fuel, expressway tolls and windshield stickers for autobahn users.

A USAREUR spokesman said that Americans or members of other sending states, under the Supplement to the NATO Status of Forces Agreement, are not subject to any tax increases levied by the government on fuel.

But, the spokesman said, if the windshield sticker were introduced, Americans using the autobahn would be required to have a windshield sticker for their privately owned vehicles.

German plans to change the car tax system from being based on horsepower to the amount of harmful emission would not affect Americans in any way, the spokesman said, because personnel in Germany under the SOFA supplement are not subject to German taxes.

Only military doctor to do Europe abortions says no

By STEVE SCHOLAR
Kaiserslautern bureau

The only U.S. Army physician in Europe who had agreed to perform abortions has had a change of heart and is no longer willing to do the controversial procedure, the 7th Medical Comd said.

That puts the Army in line with the Air Force and Navy, which have had no European-based obstetricians or gynecologists willing to perform abortions.

"The doctor involved has thought about his or her original decision and decided that he or she is unwilling to perform abortions because of ethical and moral reasons," the 7th Medical Comd spokesman,

Bill Swisher, said. Abortions in U.S. military facilities overseas had been banned since 1988 until President Clinton recently ended the prohibition.

But because no military doctors in Europe are willing to do the procedure, anyone seeking an abortion is referred to a civilian facility and is subject to the rules of the host country.

All 44 military obstetricians and gynecologists assigned to the various services in Europe have cited religious, moral or ethical reasons for declining to perform the operation.

The resulting uproar has reached the Pentagon,

where military planners are trying to decide the best way to implement the president's move without infringing on the rights of the doctors involved.

Pentagon spokesman Bob Hall said at a recent briefing that the military services "will implement the policy" despite the doctors' refusals.

One suggestion is to assign military doctors willing to perform abortions to a central European location and have patients travel there for the procedure. However, that raises issues involving the funding of temporary duty status for doctors and patients.

Before the ban, overseas abortions in military medical facilities averaged 15 to 20 yearly.

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