



Mobility Legal Updates

November 28, 2025.

The Mobility Team at LIN LLC monitors the latest news, laws, and regulatory trends in the automotive industry and periodically sends newsletters to our clients.

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With successive legislative measures aimed at expanding the supply of zero-emission vehicles and improving the structure of the freight transport market, both charging infrastructure providers and freight carriers need to reassess their business models and internal compliance systems.

In this newsletter, LIN LLC Mobility Team introduces key legislative amendments for November 2025: △ the Amendment to the Clean Air Conservation Act (Mandatory Registration and Insurance for Charging Facilities) and △ the Amendment to the Enforcement Rule of the Trucking Transport Business Act.

[Amendment to the Clean Air Conservation Act \(Act No. 21123\)](#)

New Obligations for Providing Installation and Usage Information for Electric Vehicle Charging Facilities

The amendment to the Clean Air Conservation Act passed the National Assembly plenary session on October 26, 2025. Its main contents are: 1) The creation of a new duty for those who install or

operate low-emission vehicle charging facilities to register the charging facility's installation information (such as location and scale) on the computerized network operated by the Ministry of Environment (Article 58-10, Paragraph 1 of the Act); 2) The creation of a new duty for operators of charging facilities to register usage information (such as operating status, fees, and failure status) on the computerized network to enhance user convenience; and 3) The creation of a new duty for charging facility operators to comply with charging facility management standards (to be set by the Ministry of Environment Ordinance).

In summary, the amended Act requires the installation and usage information of charging facilities to be registered on the computerized network and disclosed to the public, and it imposes an obligation on charging facility operators to comply with legally established management standards.

According to the National Assembly Bill Information, the purpose of this amendment is to address the increasing inconvenience for zero-emission vehicle users due to inadequate management by some charging facility operators—despite charging facilities being a core element for expanding supply and user convenience—by requiring charging facility operators to register installation information (such as location and scale) on the computerized network and to provide real-time usage information (such as charging fees), and by establishing management standards for prompt repair in case of failure, thereby enabling the systematic management and operation of charging facilities for electric and hydrogen vehicles.

The amended Act will take effect on November 12, 2026, and the provisions concerning the registration of facility and usage information are scheduled to take effect on May 12, 2027. This amendment will make it easier for users to search for, reserve, and compare fees for charging stations, while simultaneously imposing a legal compliance obligation on operators to adhere to management standards, which is highly likely to serve as an impetus for restructuring the charging infrastructure market and facilitating business model transitions.

Amendment to the Enforcement Rule of the Trucking Transport Business Act

Relaxation of Age Requirements for Freight Vehicle Drivers and Rationalization of Regulations for Small-Scale Operators

The Ministry of Land, Infrastructure and Transport amended and implemented the Enforcement Rule of the Trucking Transport Business Act on November 10, 2025 (Ministry of Land, Infrastructure and Transport Ordinance No. 1532). The key contents of this amendment are largely twofold. First, the qualifying age for engaging in freight vehicle driving has been relaxed. Previously, a minimum age of 20 years old was required to become a general freight transport worker, but this amendment **lowered the age criterion to expand the scope of driving employment to young individuals aged 18 and older**. Second, restrictions on the transfer of vehicles for small-scale general freight transport operators have been eased. Operators holding fewer than a certain number of vehicles (20 vehicles) were restricted from transferring or acquiring commercial vehicles for two years after acquisition, but this amendment relaxes and adjusts the transfer restriction period in connection with the number of vehicles held. This change is regarded as a reflection of the realities faced by small-scale operators who are either establishing their initial business foundation or seeking to downsize or liquidate their operations.

Consequently, the amendment is expected to help alleviate labor shortages in short-distance/small freight, quick/last-mile, and parcel sorting/delivery sectors by incorporating young individuals aged 18-19 into the pool of 'legal freight vehicle drivers.' Furthermore, it is expected to contribute to the early growth of small-scale operators (holding fewer than 20 vehicles) into normal-scale operators by providing an exception to the transfer restriction period when they acquire a business in order to increase their vehicle fleet to 20 or more.

LIN LLC has extensive experience in providing advisory and litigation services in the mobility industry, particularly in areas such as administrative regulations, and patent and trade secret disputes related to motor vehicles. Our Mobility Team consists of attorneys and experts with a distinctive interest and passion for automobiles.

Should you wish to learn more about this newsletter or have any other inquiries, please do not hesitate to contact **LIN's Mobility Team**.

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