

Headquarters  
United States Army Europe  
Wiesbaden, Germany

Army in Europe  
Regulation 55-1\*

Headquarters  
United States Army Installation Management Command,  
Europe Region  
Sembach, Germany

14 May 2015

## Transportation and Travel

# United States Military Motor Vehicle Operations on Public Roads

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\* This regulation supersedes AE Regulation 55-1, 24 June 2011.

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For the Commander:

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**Summary.** This regulation prescribes policy and procedures for operating military vehicles on public roads during peacetime in Europe.

**Summary of Change.** This revision—

- Updates organization names, office symbols, telephone numbers, and other administrative information throughout.
- Updates the instructions for requesting a diplomatic clearance and the minimum amount of time requesters must plan on needing to receive that clearance (diplomatic clearance timelines) for select European countries ([para C-2](#) and [table C-1](#)).
- Establishes AE Form 55-1A (Certificate of Liability of Public Authorities) and provides instructions for using the form ([para C-2b\(5\)](#)).

**Applicability.** This publication applies to U.S. military Forces operating—

- Owned, leased, or loaned vehicles in the countries identified in [paragraph 5a](#) and in operational areas as prescribed by directives and operation orders.

- “Nontactical vehicles” ([glossary](#)) for matters not specified in [AE Regulation 58-1](#). The Office of the Deputy Chief of Staff (ODCS), G4, HQ USAREUR, in close coordination with the Office of the Assistant Chief of Staff, G4, HQ IMCOM-Europe, will resolve any conflicts between [AE Regulation 58-1](#) and this regulation.

**Records Management.** Records created as a result of processes prescribed by this regulation must be identified, maintained, and disposed of according to AR 25-400-2. Record titles and descriptions are on the Army Records Information Management System website at <https://www.arims.army.mil>.

**Supplementation.** Organizations will not supplement this regulation without approval of the Hazardous Material (HAZMAT) Section, Mobility Operations Division, ODCS, G4, HQ USAREUR.

**Forms.** This regulation prescribes [AE Form 55-1A](#), [AE Form 55-1M](#), and [AE Form 55-1N](#). AE and higher level forms are available through the Army in Europe Library & Publishing System (AEPUBS) at <https://aepubs.army.mil/>.

**Suggested Improvements.** The proponent of this regulation is the HAZMAT Section, Mobility Operations Division, ODCS, G4, HQ USAREUR (mil 537-5423). Users may suggest improvements to this regulation by sending DA Form 2028 to the USAREUR G4 (AELG-M), Unit 29351, APO AE 09014-9351.

**Distribution.** This publication is available only electronically and is posted in AEPUBS at <https://aepubs.army.mil/>.

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## SECTION I

### GENERAL

#### 1. PURPOSE

This regulation—

a. Prescribes policy, procedures, and responsibilities for operating U.S. military vehicles on public roads in peacetime in the countries identified in [paragraph 5a](#) and in operational areas as prescribed by directives and operation orders.

b. Assigns responsibilities for obtaining clearances for movements of U.S. military “convoys,” ([glossary](#)) “oversize (OS) vehicles” ([glossary](#)) and “overweight (OW) vehicles,” ([glossary](#)) and other official motor vehicles.

#### 2. REFERENCES

[Appendix A](#) lists references.

#### 3. EXPLANATION OF ABBREVIATIONS AND TERMS

The [glossary](#) defines abbreviations and terms.

#### **4. RESPONSIBILITIES**

Everyone involved in operating motor vehicles on public roads is responsible for the safety, discipline, and appearance of U.S. military drivers and their vehicles. Specific responsibilities are as follows:

a. The CG, USAREUR, is responsible for the control of U.S. military motor vehicles operating on public roads.

b. All U.S. military commanders will monitor and report on the timeliness and discipline of at least 20 percent of convoy, OS, and OW movements for their unit. The designated convoy-monitoring element will be identified by the command before convoy movement is initiated. Convoy-monitoring elements will send AE Form 55-1M to the servicing movement control element (MCE) within 1 hour after the last vehicle in the convoy departs the starting location. Notification is especially critical if a convoy departs more than 30 minutes before or after the authorized start time or if the convoy movement is canceled.

c. The Commander, 21st Theater Sustainment Command (21st TSC), is responsible for administering the functions associated with the movement of convoys and OS or OW vehicles on public roads. The CG, USAREUR, has delegated authority to the Commander, 21st TSC, to take final action on requests for exception to the policy in this regulation. Additionally, the Commander, 21st TSC, will coordinate—

(1) Routine, peacetime military-movement procedures in the countries identified in the applicability statement.

(2) With host-nation (HN) authorities on movements of U.S. military vehicles on their public roads.

d. MCEs will—

(1) Process requests for “movement bids” ([glossary](#)) and coordinate between the requesting unit and the HN road movements approval authority. In Germany, all requests for road movements are sent to the “*Bundeswehr*” ([glossary](#)) Logistics Center in Wilhelmshaven, Germany. In Italy, all requests for road movements are sent to the Ministry of Defense in Rome. The appropriate civilian HN road movements approval authority is the only office authorized to provide “movement credits” ([glossary](#)).

(2) Advise destination MCEs of approved movements into their area of responsibility (AOR).

e. Unit commanders and “convoy commanders” ([glossary](#)) in charge of vehicle movements requiring a movement credit are responsible for ensuring—

(1) Movement bids for convoys, OS or OW vehicles, and vehicles carrying “hazardous material (HAZMAT)” ([glossary](#)) are prepared and submitted to their servicing MCE according to this regulation.

(2) All information submitted on movement bids is complete and accurate.

(3) A map and ground-route reconnaissance is performed of routes that are unfamiliar or infrequently used.

(4) Risk assessments and orientation and safety briefings are conducted before vehicles depart.

(5) All personnel involved in the movement of cargo and personnel comply with applicable HN and U.S. military laws, rules, regulations, and instructions.

(6) That only qualified drivers who have a valid OF 346 operate the type of vehicles authorized.

(7) School-trained, reliable, experienced drivers are selected to operate vehicles transporting ammunition and explosives, carrying other “dangerous cargo” ([glossary](#)) (including flammables), or used in emergencies (for example, ambulances, firetrucks, police patrol cars). All drivers of vehicles transporting “dangerous goods” ([glossary](#)) must have a valid orange *Accord Européen relatif au Transport International des Marchandises Dangereuses par Route (ADR)* (European Agreement Concerning the International Transportation of Hazardous Goods by Road) card in their possession as well as another form of identification with their photograph.

(8) Drivers and crews of vehicles transporting dangerous goods are briefed on the contents and requirements of the instructions in writing applicable to the load. Drivers and crews must have the emergency equipment identified on the instructions and understand how to use this equipment before leaving the load pickup point.

(9) Vehicles and trailers transporting dangerous goods have an original signed, stamped, and dated *ADR* “Certificate of Approval for Vehicles Carrying Certain Dangerous Goods” (for Army in Europe units that normally is, AE Form 55-4A (available in English-German and English-Italian versions)) for each vehicle and trailer (hereinafter identified as “*ADR* Certificate of Approval”). The *ADR* Certificate of Approval is normally required to be only in English and the language of the country in which the unit is assigned (by exception, may be required to be in the language of each nation transited).

(10) Vehicles and trailers transporting dangerous goods have all required *ADR* safety items attached to or with the vehicle and trailer.

(11) Accidents or en-route delays are reported promptly according to unit procedures.

(12) That convoy commanders or their representatives keep an approved copy of AE Form 55-1N or “Standardization Agreement (STANAG)” ([glossary](#)) 2155 with the valid “movement number” ([glossary](#)) with each vehicle of the movement.

f. The requestors at the shipping “activities” ([glossary](#)) are responsible for providing accurate information (for example, dimension, weight, HAZMAT category) on military cargo or equipment for highway shipment. Shipping personnel will not load vehicles or trailers with HAZMAT unless the vehicles or trailers meet DD Form 626 and *ADR* requirements.

## **SECTION II POLICY**

### **5. GENERAL**

USAREUR will provide traffic-management services and conduct U.S. military motor-vehicle operations throughout the USEUCOM AOR.

a. Specific countries include but are not limited to the following in accordance with USEUCOM Manual 4301.01:

- (1) Albania.
- (2) Austria.
- (3) Belgium.

- (4) Bosnia.
- (5) Bulgaria.
- (6) Croatia.
- (7) Czech Republic.
- (8) Denmark.
- (9) France.
- (10) Germany.
- (11) Greece.
- (12) Hungary.
- (13) Italy (north of Rome).
- (14) Kosovo.
- (15) Luxembourg.
- (16) Netherlands.
- (17) Poland.
- (18) Republic of Macedonia.
- (19) Romania.
- (20) Serbia.
- (21) Slovakia.
- (22) Slovenia.
- (23) Switzerland.

b. If conflicts arise between the policy in this regulation and HN laws, the HN laws will take precedence. The HN may dictate new requirements or change the rules for the operation of motor vehicles on public roads without notifying U.S. military authorities.

c. In Germany, vehicles used for towing operations must carry a copy of the permit (in both German and English) granting U.S. military vehicles permission to tow military equipment on the autobahn and from the autobahn onto a secondary road (vehicles may not be towed onto the autobahn from a secondary road). Permits are available from the servicing MCE. Similar rules may exist in other countries. Servicing MCEs should be contacted for guidance.

d. [Appendix B](#) lists transportation POCs.

## 6. RESTRICTIONS

HN authorities may impose special restrictions to limit the use of certain public roads, restrict movements to specific times, or restrict the movement of some types of vehicles. HN restrictions apply to military motor-vehicle traffic. Deviations from HN regulations are not authorized without an approved exception to HN policy.

a. Exceptions to HN policy will be submitted as follows:

(1) The Support Operations, Headquarters 21st Theater Sustainment Command (21st TSC SPO), will—

(a) Provide information about restrictions to appropriate MCEs, the USAREUR G4, and other appropriate Service and joint organizations.

(b) Decide if requests for exception to policy for convoy, OS or OW, or HAZMAT movements (when subject to HN traffic restrictions and if a special determination of military necessity has been made) are valid. Requests will be sent to the appropriate HN military traffic-control authorities. Only HN authorities may approve exceptions to policy.

(c) Decide if requests for exceptions to policy for single-vehicle movements of high-priority cargo (for example, mail, subsistence, air lines of communication) or movements exceeding HN limits during restricted periods are valid. Requests will be forwarded to the appropriate HN military traffic-control authorities. Only HN authorities may approve exceptions to policy.

(2) The servicing MCE will forward—

(a) Requests for exception to policy for movements to the 21st TSC SPO. These cases will be handled individually through appropriate HN military traffic-control organizations.

(b) Approvals and disapprovals of requests for exceptions to policy for movement credits received from HN military traffic-control authorities to the unit.

b. The following are not allowed to operate on public roads from 0001 to 2200 on Sundays or HN holidays (and may be restricted further by local civilian authorities):

(1) Convoys and OS or OW vehicles.

(2) Military trucks and military truck/trailer combinations that exceed 7.5 metric tons (16,500 pounds or more) in “gross vehicle weight (GVW)” ([glossary](#)).

(3) Military vehicles and trailers carrying HAZMAT.

(4) Movement of three or more military vehicles traveling together.

c. HN authorities may add restrictions for the use of their highways during the peak summer holiday period and on HN holidays ([table 1](#)).

d. Individual vehicles not included in [subparagraph b](#) above may use public roads at a rate of not more than two vehicles per hour per start-point and may not exceed two vehicles per hour if routes merge.

e. Adverse weather or road conditions may require the suspension of operations of military vehicles in the interest of safety. Military community or unit commanders will determine the need to suspend motor-vehicle operations. This does not apply to military police, emergency, or vehicles supporting high-priority missions as determined by commanders of USAREUR major subordinate commands.

<b>Table 1 Host-Nation Holidays</b>						
	<b>Albania, Baltic States, Bulgaria</b>	<b>Austria</b>	<b>Belgium</b>	<b>Bosnia and Herzegovina, Croatia</b>	<b>Czech Republic</b>	<b>Denmark</b>
<b>Weekend restrictions</b>		Saturday 1500 until Sunday 2200				
<b>Summer travel restrictions<sup>1</sup></b>		X				
<b>January</b>	1	1 and 6	1	1, 7, and 14	1	1
<b>February</b>						
<b>March</b>	3			1		
<b>April</b>	Good Friday <sup>2</sup> , Easter <sup>2</sup> , and Easter Monday <sup>2</sup>	Good Friday <sup>2</sup> , Easter <sup>2</sup> , and Easter Monday <sup>2</sup>	Easter <sup>2</sup> and Easter Monday <sup>2</sup>		Easter <sup>2</sup> and Easter Monday <sup>2</sup>	Holy Thursday <sup>2</sup> , Good Friday <sup>2</sup> , Easter <sup>2</sup> , and Easter Monday <sup>2</sup>
<b>May</b>	1, 6, and 24	1 and Ascension Day	1 and Ascension Day	1 and 6	1 and 8	Common Prayer Day and Ascension Day
<b>June</b>		Whit Sunday, Whit Monday, and Corpus Christi	Whit Sunday and Whit Monday	28		5, Whit Sunday, and Whit Monday
<b>July</b>			11 and 21	12	5 and 6	
<b>August</b>		15	15	2, 15, and 28		
<b>September</b>	6 and 22			8 and 21	28	
<b>October</b>		26			28	
<b>November</b>	1	1	1 and 11	1, 2, 8, and 25	17	
<b>December</b>	24, 25, and 26	8, 25, and 26	25	25	24, 25, and 26	24, 25, 26, and 27
	<b>France</b>	<b>Germany</b>	<b>Greece</b>	<b>Hungary</b>	<b>Italy</b>	<b>Netherlands</b>
<b>Weekend restrictions</b>						
<b>Summer travel restrictions*</b>		X			X	
<b>January</b>	1	1 and 6	1 and 6	1	1 and 6	1
<b>February</b>		Carnival	Clean Monday			
<b>March</b>			25	15		
<b>April</b>	Good Friday <sup>2</sup> , Easter <sup>2</sup> , and Easter Monday <sup>2</sup>	Good Friday <sup>2</sup> , Easter <sup>2</sup> , and Easter Monday <sup>2</sup>	Good Friday <sup>2</sup> , Easter <sup>2</sup> , Easter Monday <sup>2</sup> , and Easter Tuesday <sup>2</sup>	Easter <sup>2</sup> and Easter Monday <sup>2</sup>	25, Easter <sup>2</sup> , and Easter Monday <sup>2</sup>	Good Friday <sup>2</sup> , Easter <sup>2</sup> , Easter Monday <sup>2</sup> , and Koninginnedag
<b>May</b>	1, 8, and Ascension Day	1 and Ascension Day	1	1	1 and Sunday nearest 2 June	5 and Ascension Day
<b>June</b>	Whit Sunday and Whit Monday	Whit Sunday, Whit Monday, and Corpus Christi	Holy Ghost	Whit Sunday and Whit Monday		Whit Sunday and Whit Monday
<b>July</b>	14					
<b>August</b>	14		15	20	15	

<b>Table 1 Host-Nation Holidays—Continued</b>						
	<b>France</b>	<b>Germany</b>	<b>Greece</b>	<b>Hungary</b>	<b>Italy</b>	<b>Netherlands</b>
<b>September</b>						
<b>October</b>		3	28	23		
<b>November</b>	1 and 11			1	Sunday nearest 4 November	
<b>December</b>	25 and 26	25, 26, and 31	25 and 26	25 and 26	8, 25, and 26	25 and 26
	<b>Poland</b>	<b>Republic of Macedonia</b>	<b>Romania, Serbia</b>	<b>Slovakia</b>	<b>Slovenia</b>	
<b>Weekend restrictions</b>						
<b>Summer travel restrictions*</b>						
<b>January</b>	1	1, 6, 7, and 14	1, 2, and 6	1 and 6	1 and 2	
<b>February</b>					8	
<b>March</b>		8				
<b>April</b>	Easter <sup>2</sup> and Easter Monday <sup>2</sup>	Easter	Easter <sup>2</sup> and Easter Monday <sup>2</sup>	Good Friday <sup>2</sup> and Easter <sup>2</sup>	Easter <sup>2</sup> and Easter Monday <sup>2</sup>	
<b>May</b>	1 and 3	1 and 24	1	1	1 and 2	
<b>June</b>	Corpus Christi				25 and Corpus Christi	
<b>July</b>				5		
<b>August</b>	15	2	15	29	15	
<b>September</b>		8		1 and 15		
<b>October</b>					31	
<b>November</b>	1 and 11			1	1	
<b>December</b>	25 and 26	25 and 26	1, 25, and 26	24, 25, and 26	25 and 26	
<b>NOTES:</b> 1. Contact the servicing MCEs (table B-1) for specific restrictions. 2. In some years and depending on the Eastern or Western Christianity calendar, the Easter holidays listed as occurring in April may occur as early as March or as late as May.						

f. Certain roads and bridges are closed to vehicles that exceed the military load class (MLC) weight limitations posted on international road signs, even if the vehicle does not require a road clearance for being OS or OW. Drivers must be aware of the MLC of their vehicles or trailers and comply with posted limitations.

g. In case of an extreme military operational necessity, exceptions may be approved only by the HN police authority for the particular area involved and only for the particular move involved. Colonel commanders and key staff officers (for example, the 21st TSC SPO) are the only personnel authorized to request exceptions through movement-control personnel. HN police authorities are not obligated to approve requests. In case of a “life or death emergency” operational necessity, units should coordinate with the HN police authority immediately and coordinate as soon as possible with the appropriate exception-approving chain of authority to report the exceptional situation.

## 7. MOVEMENT CREDITS

a. A movement credit must be obtained as prescribed in [paragraph 14](#) for the following types of vehicle movements:

- (1) Convoys and OS or OW vehicles.
- (2) Tracked vehicles moving under their own power on public roads.
- (3) Vehicles on highways or public roads moving at speeds less than the minimum posted speed limit.
- (4) The movement of ammunition on public roads.
- (5) The movement of certain types of HAZMAT (for example, ammunition (except for 1.4S), bulk fuel, radioactive shipments). [AE Regulation 55-4](#) provides specific guidance.
- (6) The movement of specific military vehicles or trailers when a HN waiver has not been approved.
- (7) Vehicles operating when road restrictions have been imposed by the HN. An exception to policy to move during restricted timeframes must be approved by HN military traffic-control authorities before a request for movement credit is submitted.

b. HN authorities may require movement credits for other military movements not covered in this regulation. Servicing MCEs should be contacted for a complete list of requirements.

## 8. EN-ROUTE REFUELING

a. Convoy commanders will send requests for refueling points along the convoy route with the request for movement credits. Convoy commanders may recommend refueling points, but the final decision will be made by the appropriate HN military traffic-control authorities. Convoys will not depart without approved refueling points.

b. Drivers of convoy vehicles will carry enough lubricants and oils during movement to avoid using commercial sources.

## 9. TRANSPORTATION OF HAZMAT CARGO

All drivers who transport HAZMAT will have a valid orange *ADR* card and a photo ID card in their possession. All vehicles and trailers moving HAZMAT must be accompanied by valid HAZMAT transportation documents ([f below](#)). [Paragraphs a through v](#) below provide additional information, requirements, and restrictions.

**NOTE:** The 2015 edition of the *ADR* changed the format for the *ADR* Certificate for Drivers Training. The formerly orange-color paper certificate is now plastic with black lettering on a white background. Additional security features include a color photograph of the driver, a hologram, and the newest printing technology. For newly-issued certificates, use of the new format is mandatory as of 1 January 2013. Currently-issued older-format certificates may continue to be used until they expire or 31 December 2017, whichever occurs sooner.

- a. All personnel preparing, loading, and unloading HAZMAT from a vehicle must be trained as prescribed in current Army in Europe regulations.
- b. Commanders will not direct an individual to operate a vehicle loaded with HAZMAT or operate its load equipment unless the individual is trained and certified.
- c. The Combined Arms Training Center provides *ADR* driver training in the CATC-HAZ 11 course.
- d. [AE Regulation 55-4](#) requires all vehicles and trailers that transport hazard class 1 (ammunition (except for 1.4S)) and hazard class 3 (fuel) to be inspected annually by an *ADR*-trained inspector from a 21st TSC maintenance activity. After a vehicle or trailer passes inspection, the inspector will issue an *ADR* Certificate of Approval (normally, AE Form 55-4A). The certificate must be kept in the driver's compartment of vehicles (or vehicles with trailers) that are transporting ammunition (except for 1.4S) or bulk fuel. [AE Regulation 55-4](#) provides information about how to obtain this certificate in accordance with the *ADR* (chap 9.1).

**NOTE:** Transportation motor pool (TMP) vehicles that are used to transport hazard class 1 (except for 1.4S ammunition) are also required to have annual inspections and an *ADR* Certificate of Approval with the vehicle.

e. DD Form 626 will be used for single-mission inspections when a vehicle is transporting ammunition and bulk fuel in tanker vehicles. This is required in addition to the *ADR* Certificate of Approval. Unit personnel will inspect vehicles for obvious defects using DD Form 626 before dispatch. Quality-assurance personnel at ammunition supply points and bulk fuel points will also inspect the vehicle or trailer and will complete DD Form 626. Vehicles and trailers will not be loaded if quality-assurance personnel fail them for not meeting DD Form 626 standards.

f. [AE Regulation 55-4](#) has a complete list of transportation documents required for the movement of HAZMAT.

g. Shippers are responsible for providing instructions in writing to drivers that must be carried throughout the transport for each item or group of items. Drivers will carry instructions in the languages of the driver, the origin country, and all countries to be transited. The driver must understand the requirements of the instructions and have all safety and environmental-protection materials required by the instructions before starting the movement. Instructions in writing are a commercial standard that may be locally procured or downloaded from <http://go.usa.gov/3kRDj>.

h. All vehicles and trailers transporting dangerous goods will have required *ADR* safety items properly attached to or with the vehicle and trailer. Drivers of vehicles transporting dangerous cargo on European public roadways will display orange rectangular plates on the front and rear of the transport unit. Fuel-tank vehicles will also display numbered orange plates in a configuration complying with [AE Regulation 55-4](#). *ADR* safety items—

(1) Must be secured in a way that they will not become loose during transport or by minor accident.

(2) May be installed by the unit or through 21st TSC maintenance activities. *ADR* safety items may be procured locally or through these maintenance activities.

i. Diamond placards have limited application in Europe. The rectangular orange warning plates are the European indication that a transport unit is transporting dangerous goods. Failure to properly placard a vehicle (including placing placards where and when they are not required) is a violation of HN law. When required, vehicle HAZMAT placards will be mounted on the left side, right side, and rear of the vehicle. No vehicle placards will be mounted on the front of the vehicle. Placards will be procured locally or through 21st TSC maintenance activities. [AE Regulation 55-4](#) provides guidance.

(1) All vehicles and trailers transporting ammunition or explosives must have placards, except vehicles with cargo limited to 1.4S ammunition when carried under the small quantity exemption. [AE Regulation 55-4](#) provides guidance.

(2) All tanker vehicles and vehicles transporting tank containers will have placards. Placards will not be painted on tanks. All placards will be mounted in brackets and attached to the vehicle. [AE Regulation 55-4](#) provides guidance.

j. Containers must have placards on all four sides with placards required for each HAZMAT loaded inside. Vehicles transporting placarded containers do not require additional placards; however, the transport vehicle must be marked with orange rectangular warning plates.

k. Drivers will stop engines, set the handbrake, and chock wheels while loading and unloading vehicles. The vehicle engine may remain running when required to operate mechanical handling equipment organic to the vehicle.

l. Army in Europe force-protection rules require that all hazard class 1 movements have an armed driver and an armed assistant driver unless armed escorts have been coordinated through the 21st TSC Provost Marshal Office or the Italian “*Carabinieri*” ([glossary](#)).

m. Vehicles and trailers will be equipped with fire extinguishers. [AE Regulation 55-4](#) provides guidance on fire-extinguisher requirements. Drivers will be trained to use fire extinguishers.

n. Passengers will not be permitted to travel in vehicles transporting nonexempt quantities of HAZMAT. Individuals designated with a specific crew duty are not “passengers.” The driver will brief all individuals in the vehicle crew on information in the instructions in writing, on fighting fires, and on responsibilities after an accident.

o. Drivers will ensure the body of each vehicle is free of—

(1) Contaminants that may cause a dangerous reaction with the load.

(2) Nails and other projections that may damage containers or produce sparks through metal-to-metal contact.

p. Responsible personnel will load cargo entirely within the body of the vehicle and ensure the cargo is secured and the tailgate is closed. The tarpaulin, if included with the vehicle, should be made of flameproof material. Government-owned vehicles normally are equipped with tarpaulins that are fire resistant when new.

q. Commanders will ensure HAZMAT is transported over the route presenting the least risk. This may require that a longer route be used. Drivers will avoid large cities and other congested areas when possible and will carry a stripmap to show the authorized route.

r. MCEs will determine if a special movement credit is required when moving certain types of HAZMAT (for example, ammunition, bulk fuel, radioactive material).

s. Drivers will not violate HAZMAT-posted routes under any circumstances. The following signs must be obeyed and stripmaps must include the following information about the signs:



- No entry for any orange-plated vehicle transporting goods in packages, in a tank, or in bulk.



- No entry for any orange-plated vehicle carrying a water-contaminating load in packages, in a tank, or in bulk.

t. HAZMAT loaded in a vehicle, in a container, or in multiple containers on the same vehicle must be compatible according to AE Regulation 55-4.

u. Cargo trucks and truck-tractor semitrailers and flatbeds (with sides and tailgates) are preferred vehicles for transporting explosives and ammunition. [AE Regulation 55-4](#) limits the types of ammunition and explosives to certain types of vehicles and to certain maximum net-explosive weights.

v. The use of privately owned vehicles to transport explosives and ammunition is prohibited.

## **10. SPEED LIMITS**

[Table 2](#) prescribes speed limits. Convoy commanders and the senior occupants of the vehicles will ensure that vehicles are operated at prescribed speeds and that—

a. Speed limits imposed by HNs that are lower than those in [table 2](#) are obeyed, except when the movement credit or the technical manual of the vehicle being operated establish even-lower limits.

b. Speed is reduced when appropriate to ensure safe operation based on road, weather, and traffic conditions.

## **11. MOVEMENT TO AND FROM TRAINING AREAS**

Maneuver rights in training areas do not include movement credits to and from the training areas. Unit commanders will obtain these credits as prescribed in [paragraph 14](#).

a. The initial movement from home station to the training area will be requested through the servicing MCE according to timelines established by the servicing MCE.

b. The movement from the training area to the home station will be requested through the servicing training area MCE.

c. Convoy commanders will ensure vehicle bumper markings are not removed during movement to and from a training area. Convoy commanders will ensure driver and vehicle identification is made available to authorities (for example, foresters, military or civilian police) when requested.

d. Convoy commanders will ensure that movement numbers and other convoy identification markings are displayed as prescribed by “Allied Movement Publication” 1 ([glossary](#)) and this regulation for movements over public roads.

<b>Table 2 Maximum Speeds for Normal Driving Conditions</b>			
	<b>Cities</b>	<b>Autobahns or highways</b>	<b>Secondary or other roads</b>
<b>Speed Limits for NTVs (miles per hour (mph) (kilometers per hour (kmh))</b>			
NTVs under 7,000 pounds GVW (for example, cargo trucks, carryalls, minivans, panel trucks, sedans)	31 (50)	74 (120)	60 (100)
<b>Exceptions</b>			
Bus or NTVs with 12 or more passengers seated	31 (50)	50 (80)	50 (80)
Bus or NTVs with 12 or more passengers standing	31 (50)	Not authorized	Not authorized
NTVs over 7,000 pounds GVW (for example, cargo, refuse, and tank trucks (including tractor and trailer), wreckers)	31 (50)	50 (80)	37 (60)
NTVs pulling any type of trailer	31 (50)	50 (80)	50 (80)
<b>Speed Limits for Tactical Vehicles (mph (kmh))</b>			
March columns (excluding vehicles that may further restrict speed)	31 (50)	50 (80)	50 (80)
Oversize, overweight, and towed vehicles	31 (50)	50 (80)	37 (60)
Trucks, ¼- to 1¼-ton (with or without trailers, including high mobility multipurpose wheeled vehicles (HMMWVs))	31 (50)	50 (80)	37 (60)
Trucks and truck tractors, 1½-ton and larger (with or without trailers)	25 (40)	50 (80)	37 (60)
Trucks transporting ammunition, dangerous cargo, or explosives	25 (40)	50 (80)	37 (60)
Vehicles that have not had the antilock braking system (ABS) retrofit modification workorder completed	25 (40)	40 (65)	35 (57)
<b>NOTES:</b>			
1. The speed limits above will be observed unless a lower speed limit is posted or weather or traffic conditions warrant a lower speed.			
2. For vehicles carrying "hazardous cargo" ( <a href="#">glossary</a> ), the following applies:			
a. If visibility is less than 50 meters, the driver will stop at the nearest parking area until visibility improves.			
b. If the vehicle weighs more than 3½ tons and is traveling faster than 31 mph (50 kmh), the vehicle will maintain a distance of at least 50 meters from the vehicle in front.			

### **SECTION III PROCEDURES FOR VEHICLE MOVEMENTS**

#### **12. GENERAL**

a. The unit commander will submit a request for clearance on AE Form 55-1N or STANAG 2155 to receive approval (movement credit) to the servicing MCE responsible for the area from which the movement originates.

b. Unit commanders will ensure the weights and dimensions on AE Form 55-1N or STANAG 2155 are accurate. Weights and dimensions must be in metric units. Particular emphasis should be placed on specific vehicle distinctions by model (for example, M1, M1A1, M2A1, M2A2).

c. The MCE will receive movement credits and numbers (movement orders) only after coordination with and approval by HN authorities. HN-approved clearances and routings are binding and considered an order of the CG, USAREUR. Unit commanders requesting a change to an approved clearance or an exception to policy will send the request through the servicing MCE to the 21st TSC SPO.

d. Drivers of military vehicles crossing international borders will carry STANAG 2155 and all of the following:

- (1) OF 346.
- (2) DD Form 2A (ACT).
- (3) NATO travel orders for military drivers and temporary duty orders for local national drivers.
- (4) List of emergency telephone numbers (including telephone numbers for the appropriate HN law-enforcement agency).

### 13. CONVOYS AND OVERSIZE OR OVERWEIGHT VEHICLE MOVEMENTS

Convoys, OS and OW vehicles, and slow-moving vehicles directly affect traffic safety. Movement credits help HN military traffic-control authorities manage the risks associated with integrating military traffic into the public highway system.

**a. Convoys Requiring Movement Credits.** A movement credit is required when the number of vehicles in a convoy equals or exceeds the number indicated in [table 3](#) for the countries listed.

<b>Table 3</b>					
<b>Convoys Requiring Movement Credits</b>					
(P = peacetime, W = wartime )					
<b>Country</b>	<b>P</b>	<b>W</b>	<b>Country</b>	<b>P</b>	<b>W</b>
Albania	6		Hungary	6	
Austria	7		Italy	7	x <sup>2</sup>
Baltic States	6		Kosovo	15	
Belgium	20	20	Luxembourg	20	20
Bosnia	7		Netherlands	10	20
Bulgaria	6 <sup>1</sup>		Republic of Macedonia	6	
Croatia	7		Romania	6	
Czech Republic	10		Poland	10	
Denmark	31	31	Serbia	x <sup>3</sup>	
France	10	20	Slovakia	10	
Germany	11	31	Slovenia	10	
Greece	10	10			

**NOTES:**

1. Can be waived, if required.
2. In times of war, for convoys in Italy traveling over—
  - a. Dispatch routes, a movement credit is required for convoys or columns of more than 19 vehicles.
  - b. Reserved routes, an authorization or movement credit is required for every movement (even for a single vehicle).
  - c. Supervised routes, the minimum number of vehicles by which a movement credit is determined will be specified by the military authority supervising the routes.
3. Contact the servicing MCE for the current status.

**b. Movement Credits.** HN military traffic-control authorities will provide approval for movement (a movement credit) through the MCE to the requesting unit. This movement credit grants the moving unit permission to move over a specified route at a fixed time as prescribed in the movement instructions issued with the movement credit. Movement credits and routings provided through HN authorities are binding and are considered an order of the CG, USAREUR.

(1) Units must understand that only proper HN military traffic-control authorities may grant final approval for movements requiring a movement credit. Units may not begin movement until the movement credit is granted.

(2) At the same time that a movement credit is issued, a movement number will be allocated. This movement number, once issued, becomes a movement order. The movement number will identify the move during the entire road movement.

**c. Organization.** HN military traffic-control authorities may dictate the size of, composition of, and distance between march units. Convoy commanders will adhere to the conditions of the approved movement credit. The following is a guideline for the convoy commander unless changed by the HN:

(1) A march unit normally will not exceed 25 vehicles. For control purposes, a march serial will be limited to no more than five march units.

(2) At least 5 minutes will separate march units and at least 15 minutes will separate march serials on the open road.

(3) The interval between vehicles in an open-column march unit must be at least 100 meters (110 yards) or a 6-second interval on highways, and 50 meters (60 yards) or a 4-second interval on secondary roads (excluding congested areas). March units will reduce their speed and vehicle intervals when approaching congested areas and proceed in a closed column.

(4) The interval may be reduced to 25 meters (30 yards) or a 2-second interval, whichever results in a greater distance, for movements through congested areas. The prescribed distance will be resumed after clearing the congested area. Convoy commanders may order the gap between vehicles reduced to permit visibility of the preceding vehicle during inclement weather or when road conditions are poor. Convoy commanders will not reduce this gap if doing so would prevent civilian traffic from passing convoy vehicles safely.

(a) Convoy commanders will ensure that principles of march discipline are followed at all times.

(b) Commanders must request rest halts and refueling points along the route when submitting road clearances. Commanders may make recommendations, but HN military traffic-control authorities have the final say. Convoy commanders will not deviate from an approved movement credit.

(c) If necessary, guide personnel will facilitate the safe, continuous flow of civilian traffic when convoys or vehicles are halted or stopped. In these situations, the following applies:

1. Guide personnel, road guards, wrecker operators, and other personnel will wear reflective clothing when walking on or near public roadways.

2. Drivers will stop vehicles off the pavement and clear of intersections. Drivers also will ensure intervals in halted convoys are closed. Drivers will use caution when resuming movement. Personnel in trail vehicles will post a guard with the proper reflective clothing to warn approaching traffic that stopped vehicles are ahead.

3. Civilian drivers wishing to pass are responsible for determining safe passing conditions. Convoy drivers will be instructed to assist passing vehicles by slowing down and providing adequate space for passing vehicles to return to the traffic lane.

(d) Drivers in military convoys must follow special rules for movement through intersections. When a military convoy with proper markings and intervals is moving through an intersection with a traffic light, other traffic should stop to permit the convoy to continue through the intersection, even if the light has changed. Safety is paramount. If the civilian traffic does not allow the convoy to continue, drivers in military convoys will not force their right of way.

1. In the absence of HN police, military personnel on the ground must warn approaching civilian traffic of the convoy passing through the intersection. These personnel must wear reflective clothing to increase their visibility and to be easily recognized as warning guides. Military personnel on the ground may serve only to warn civilian traffic; they will not regulate or control civilian traffic.

2. Motor vehicles may be used for warning purposes. Motor vehicles will not block the traffic lane. The convoy has the right of way only if other drivers have been sufficiently warned.

3. Other traffic is obligated by law to stop and permit a convoy to continue through an intersection after the convoy has entered the intersection, but the convoy has no authority to enforce its right of way over other traffic. If a civilian driver ignores the warning and fails to yield the right of way to the convoy, military personnel will not take action to force the civilian driver to stop the vehicle. Instead, military personnel should report these violations to the HN police, who may then cite the driver for violating traffic laws.

4. Convoy commanders should seek HN police assistance to regulate traffic before warning civilian traffic, when possible.

(e) HN military and civilian police have the authority to override approved clearances. Drivers must be instructed to obey police instructions.

**d. Route and Schedule.** Unit and convoy commanders are prohibited from changing convoy routes, schedules, or composition without approval of the HN military traffic-control authority that issued the movement credit.

(1) Flexibility has been included in movement credits to allow vehicles to depart within 30 minutes before or after the approved start time. Departure more than 30 minutes before or after an approved start time requires a new movement credit. The appropriate commander must contact the servicing MCE to request a new time. The new movement credit may or may not be granted in a timely manner. Commanders therefore must be prepared to conduct the movement at a later date. Reports of missed starting times will be forwarded to the 21st TSC SPO within 1 hour after the missed time.

(2) Commanders of convoys not requiring a clearance will avoid congested areas. Movement through these areas during peak traffic periods is not authorized.

**e. Identification of March Columns.** Convoy commanders will—

(1) Identify each march column by convoy flags and a movement number.

(2) Identify each convoy, OS-vehicle, and OW-vehicle movement receiving a movement credit by the movement number issued by HN military traffic-control authorities. This number identifies the column during the movement and will be prominently marked in chalk on the left- and right-side door of each vehicle. The number will also be marked on the front of the leading vehicle and the rear of the last vehicle of each organized element of the column.

(a) Movement numbers must—

1. Have a color that contrasts with the color of the surface on which they are marked.
2. Be placed on both sides of each vehicle.
3. Be legible from ground level from a distance of at least 6 meters in normal daylight and remain legible in all weather during the entire movement.
4. Be removed as soon as the movement is completed.

(b) Movement number consist of the following:

1. Two figures indicating the day of the month on which the movement is scheduled to begin.
2. Three or more letters indicating the movement agency issuing the movement credit, with the first two letters being the national symbols of the movement agency.
3. Two or three figures indicating the serial number of the movement.
4. One letter to identify the packets of the column (optional).

(3) Enforce the following minimum lighting and flagging requirements:

(a) In peacetime, all vehicles moving in a column must have low-beam headlights turned on at all times. During contingencies or wartime, operational movement credits will address the use of headlights. Allied Movement Publication 1 provides country-specific requirements.

(b) The lead vehicle, trail vehicle, and column commander's vehicle must carry an identification flag. Flags will be mounted on the left side of each vehicle unless traveling in a country where driving on the left side is practiced. Flags will then be mounted on the right side. Allied Movement Publication 1 provides country-specific requirements.

(c) The lead vehicle of each march unit will display a—

1. Blue flag (national stock number (NSN) 8345-00-543-6912) and at least one but not more than two rotating amber warning lights (RAWLs).
2. Sign with the words *CONVOY FOLLOWS* (all uppercase) in English and in the language of the HN or HNs transited (for example, *KOLONNE FOLGT* for Germany, *INIZIO COLONNA* for Italy). The sign will be at least 25 centimeters high and 75 centimeters long. The letters will be black on a white, nonglare background. The sign must not obscure taillights, directional signals, or factory-installed reflectors. Allied Movement Publication 1, chapter 5, provides country-specific flagging, light, and sign requirements for convoys.

(d) The last vehicle of each march unit will display a—

1. Green flag (NSN 8345-00-543-6913) and at least one but not more than two RAWLs.

2. Sign with the words *END OF CONVOY* (all uppercase) in English and in the language of the HN or HNs transited (for example, *KOLONNE ENDE* in Germany, *FINE COLONNA* in Italy). The sign will be at least 25 centimeters high and 75 centimeters long. The letters will be black on a white, nonglare background. The sign must not obscure taillights, directional signals, or factory-installed reflectors. Allied Movement Publication 1, chapter 5, provides country-specific flagging, light, and sign requirements for convoys.

(e) The march unit commander will display a black-and-white flag (NSN 8345-00-543-6911).

(f) The convoy commander will determine which remaining vehicles should be equipped with RAWLs based on visibility, weather conditions, and convoy spacing.

#### **f. Escorts.**

(1) An escort is required for OS or OW vehicles ([excluding \(4\) below](#)). The escort will consist of two vehicles ([excluding \(3\) and \(4\) below](#)) equipped with at least one but not more than two functional RAWLs. The lead escort vehicle (LEV) must have the RAWLs on the front of the vehicle, and the rear escort vehicle must have the RAWLs on the rear of the vehicle. The servicing MCE will advise the HN POC of any civilian police-escort requirements. Additional escort requirements may be issued with the movement credit received from the HN and must be followed.

(a) The escort will be positioned to warn oncoming and overtaking vehicles and allow drivers of these vehicles to adjust their speed when appropriate.

(b) Unit commanders may use any military vehicle as an LEV. The trail escort vehicle (TEV) must be a 2½-ton truck or larger if available, but will not be a tracked vehicle. When 2½-ton or larger trucks are not available, unit commanders will use a 1-ton or larger truck.

(c) The TEV will not transport troops or HAZMAT. The TEV may tow a trailer if the trailer is adequately lighted and the RAWL is clearly visible from the rear. Escort-vehicle drivers will use RAWLs when escorting vehicles. Vehicles will not exceed the dimensions listed in [table 4](#). Each march unit must have its own TEV because of distances often experienced during convoy operations.

(2) The escort requirement may be reduced to a single vehicle with a functional front and rear RAWL if the OS or OW vehicle is equipped with a functional front and rear RAWL. A single escort will follow the OS or OW vehicle on autobahns and lead the OS or OW vehicle on secondary roads. This requirement also applies to movement in maneuver coordination and field exercise areas.

(3) OS vehicles that are only overheight vehicles (that is, not overwide or too long) normally still require a movement credit. A single overheight vehicle, however, may be authorized to move without an escort during daylight. Allied Movement Publication 1 provides country-specific requirements.

(4) When HN escorts have been coordinated and a convoy or OS or OW vehicle falls behind schedule, the convoy or vehicle commander will notify the origin MCE of the delay. The MCE will coordinate with appropriate escort authorities to notify them of the delay and the expected arrival time.

<b>Table 4 Oversize and Overweight Vehicles</b>						
<b>Country</b>	<b>Oversize</b>	<b>Width</b>	<b>Height</b>	<b>Length</b>	<b>Overweight</b>	
<b>Albania, Austria, Baltic States</b>	(note 1)					
<b>Belgium</b>	Single vehicle	2.5 meters	4 meters	12 meters	1 or 2 axles 3+ axles	16 metric tons
	Tractor and semitrailer	2.5 meters	4 meters	15.5 meters		22 metric tons
	Truck and trailer	2.5 meters	4 meters	20 meters		44 metric tons
<b>Bosnia and Herzegovina</b>	(note 1)					
<b>Bulgaria, Croatia, Czech Republic, Romania, Serbia</b>	(note 1)					
<b>Denmark</b>	Single vehicle, 2 axles	2.55 meters	4 meters	10 meters	1 or 2 axles 3+ axles	18 metric tons 24 metric tons 32 metric tons 44 metric tons
	Single vehicle, 3+ axles	2.55 meters	4 meters	12 meters		
	Tractor and semitrailer	2.55 meters	4 meters	14 meters		
	Truck and trailer	2.55 meters	4 meters	18 meters		
<b>France</b>	Single vehicle	2.5 meters	4 meters	11 meters	1 or 2 axles 3+ axles	13 metric tons
	Tractor and semitrailer	2.5 meters	4 meters	16.5 meters		26 metric tons
	Truck and trailer	2.5 meters	4 meters	18.35 meters		38 metric tons
<b>Republic of Macedonia</b>	(note 1)					
<b>Germany</b>	Single vehicle	2.55 meters	4 meters	12 meters	1 or 2 axles 3+ axles	10 metric tons
	Tractor and semitrailer	2.55 meters	4 meters	15.5 meters		22 metric tons
	Truck and trailer	2.55 meters	4 meters	18.35 meters		40 metric tons
<b>Greece, Hungary, Kosovo, Poland</b>	(note 1)					
<b>Italy</b>	Single vehicle	2.55 meters	4 meters	12 meters	(note 2)	
	Tractor and semitrailer	2.55 meters	4 meters	16.5 meters		
	Truck and trailer	2.55 meters	4 meters	18.75 meters		
<b>Netherlands</b>	Single vehicle	2.5 meters	4 meters	12 meters	1 or 2 axles 3+ axles	16 metric tons
	Tractor and semitrailer	2.5 meters	4 meters	15.5 meters		22 metric tons
	Truck and trailer	2.5 meters	4 meters	18 meters		50 metric tons
<b>Serbia, Slovakia, Slovenia</b>	(note 1)					

**NOTES:** 1. Contact the servicing MCE when traveling from, in, or through this country.  
2. There are 13 different weight categories in Italy. For details, contact the appropriate MCE in Italy.

## **14. PROCEDURES FOR REQUESTING MOVEMENT CREDITS**

**a. Routine Requests.** Unit commanders will send requests for routine movements on AE Form 55-1N or STANAG 2155 to the servicing MCE according to timelines established by the servicing MCE.

### **b. Exception to Policy.**

(1) Commanders with a requirement to move during restricted travel periods (for example, because of an emergency, operational necessity, or deployment) will send a request for exception to policy to their servicing MCE. The MCE will forward the request through its headquarters to the 21st TSC SPO for action. Requests are valid only when authenticated by a lieutenant colonel for battalion-size and smaller units or by a colonel for units above battalion level. The 21st TSC SPO will concur or nonconcur with the request and forward the request to the appropriate HN military traffic-control authorities. Only HN military traffic-control authorities may approve an exception to policy. The movements will not take place until the movement credit is issued by the HN military traffic-control authorities through the appropriate MCE to the unit. Commanders will include the following information about their requirement in the request:

(a) Unit name.

(b) Time and date of the move with the start-point and the release point.

(c) Origin and destination of move.

(d) Proposed route.

(e) Number of wheeled vehicles and largest wheeled vehicles that will move. The largest vehicle (OS or OW) will be identified by type, size, and weight.

(f) Number of tracked vehicles and largest tracked vehicle moving under its own power. The largest tracked vehicle (OS or OW) will be identified by type, size, and weight.

(g) Justification for the move.

(h) Authentication POC and telephone number.

(2) The 21st TSC SPO will—

(a) Ensure movements during restricted travel times are made between 2200 and 0600.

(b) Ensure movements during the heavy traffic period (0600 through 2200) are minimized.

(c) Send copies of the concurrence to the appropriate HN military traffic-control authority.

**NOTE:** Exceptions to policy, regardless of the reason, will not be processed on Fridays after 1200 or on HN holidays.

**c. Emergency Requests.** Unit commanders will send requests for emergency movements to the MCE servicing the area where the emergency occurs. After normal duty hours, commanders will contact the 21st TSC Combined Operations and Intelligence Center watch officer at military 314-484-7500.

(1) The MCE cannot provide movement credits after duty hours. HN military traffic control offices close early on Fridays and are closed on HN holidays.

(2) In countries where there is no MCE, unit commanders will contact the local HN police in case of an emergency.

(3) Unit commanders will send a situation report to the 21st TSC SPO when the emergency ends.

**d. Recurring Clearance.** If a unit often moves on the same route with the same equipment, the unit commander may acquire a recurring clearance. Once a recurring clearance is granted, a telephone call will activate a move 48 hours before execution. Examples of such recurring moves are materials-handling equipment moving from motor pools to annual service practice, or tracked vehicles moving to local training areas. Unit commanders should review their routine requirements and send potential recurring moves for review to the MCE. Generally, 15 or more moves per year are required to qualify for a recurring clearance.

## **15. DIPLOMATIC TRANSIT CLEARANCES**

**a. General.** Each HN reserves the right to grant or deny permission to move across or within its sovereign boundaries. For ground-transportation movements, this permission is called a diplomatic or transit clearance. A diplomatic clearance will be processed for every country in which a movement occurs. When granted, diplomatic clearances will be granted only for—

(1) Specific missions. This includes all modes of transportation (for example, rail, commercial trucks, unit organic military trucks, common user land transportation assets, TMP).

(2) Specific items or personnel (for example, 1,000 meals, ready-to-eat; advance party of 16 Soldiers).

(3) Specific time periods.

(4) Designated border-crossing points for entry and exit.

(5) Prescribed routes of movement. (The country that will be transited will dictate the specific route and border-crossing point.)

**NOTE:** The *Bundeswehr*-published “Handbook on Support Within the Scope of Host Nation Support in Germany (HS HNS DEU)” identifies border-crossing points for Germany. This handbook is currently under revision and not available online, but may be requested from the *Bundeswehr* Host Nation Support Office (civ 49-(0)30-4981-4727 /4728 or e-mail: [kdoterraufgbweinshns@bundeswehr.org](mailto:kdoterraufgbweinshns@bundeswehr.org)).

**b. Additional Information.** HN authorities may ask for additional information for specific missions. Because the level of detail requested may change at any time, commanders must remain flexible. Failure to submit a diplomatic clearance may result in the movement being delayed at the border entry point until the information has been processed and the clearance approved.

**c. Diplomatic Clearance Requirements.** The Transportation Integration Branch (TIB), Support Operations, Headquarters 21st TSC (21st TSC TIB), does not establish diplomatic clearance requirements and is not the final approval authority. The appropriate HN authorities in each sovereign nation will establish the requirements and decide whether or not to approve the clearance request. The 21st TSC TIB, as the executive agent for USEUCOM, processes clearance requests with the individual countries that will be transited.

**d. Diplomatic Clearance Requests.** There are two types of diplomatic clearance requests: single country and multi-country.

(1) Single-country requests ([example, fig 1](#)) provide specific information related to a transit of only one country. The information required for most single-country requests is the same. Some countries may require different information based on the type of movement or the mission being supported.

(2) Multi-country requests ([example, fig 2](#)) facilitate the processing of movements transiting more than one country. The request provides every affected country details of the movement, including the timeline and the route.

**e. Requesting Diplomatic Clearance.**

(1) Units and organizations requesting diplomatic clearance will—

(a) Submit all requests for diplomatic clearances (transit requests) through the servicing MCE in a timely manner. ([Figs 1 and 2](#) provide request format examples to show the type of information required.) The servicing MCE will determine the exact format required for a particular request based on the requirements of the country or countries being transited.

**NOTE:** When a movement transits more than one nation, the most restrictive time requirement should be used as the critical time path to ensure that diplomatic clearance requests are submitted on time.

(b) Annotate in the request if the movement will require additional HN support (escorts, safe havens, or both).

(c) Inform the servicing MCE of any changes in the movement plans.

(2) MCEs will—

(a) Ensure unit requests have all required information in accordance with timelines established by every country.

(b) Forward diplomatic clearance requests to the 21st TSC TIB.

(c) Notify the 21st TSC TIB of any changes in submitted requests.

(3) The 21st TSC TIB will—

(a) Review requests for correctness and forward them according to HN guidelines to the appropriate agency. Requests will be sent to the U.S. Embassy Defense Attaché Office or the Office of Defense Cooperation, or directly to the HN movement-control organizations.

(b) Maintain a record of all processed requests and received changes.

(c) Maintain contact with HN authorities responsible for processing diplomatic clearance requests.

## TRANSIT REQUEST

**DATE:**

- A TYPE OF MOVE/PURPOSE OF MOVEMENT:** *Enter the purpose of the requested transit.*
- B ORGANIZATION (Telephone # and POC):** *Enter the shipping organization and POC with telephone number (origin movement control team (MCT) (glossary) or branch movement control team (BMCT) (glossary)).*
- C PROPOSED ITINERARY:** *Enter the route of the movement (by country).*
- D ORIGIN OF MOVEMENT:** *Enter the movement departure location.*
- E POINT OF ENTRY INTO COUNTRY:** *Enter the entry point into the country.*
- F ETA INTO COUNTRY:** *Enter the estimated date and time of arrival in country.*
- G PROPOSED ROUTE THROUGH COUNTRY:** *Enter the proposed route from border entry point to border exit point.*
- H POINT OF DEPARTURE FROM COUNTRY:** *Enter the departure location.*
- I ESTIMATED DEPARTURE TIME FROM COUNTRY:** *Enter the estimated time of departure.*
- J FINAL DESTINATION (Include POC):** *Enter the final destination of the movement and the destination POC.*
- K VEHICLE DATA (Include truck company name if commercial):** *Enter a description of the vehicles. Include the carrier's name, license plate numbers, bumper numbers, serial numbers, and the number of vehicles (including trucks and trailers, if applicable).*
- L GENERAL DESCRIPTION OF CONTENTS:** *Enter a description of the cargo. Be sure to note hazardous cargo and ammunition.*
- M PERSONNEL DATA:** *Enter a passenger manifest. Include the names and grades of military and civilian personnel and their passport numbers, if applicable. If personnel will carry weapons or ammunition, list weapon serial numbers, the amount of ammunition, and how the weapons and ammunition will be transported.*
- N TMR NUMBER:** *Enter the first six characters of the TMR number.*

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Figure 1. Sample Format of a Diplomatic Clearance Request (Single Country)

**TRANSIT REQUEST**

DATE: [Date]  
 FROM: [Origin]  
 TO: 21st TSC Transportation  
 Integration Branch

SUBJECT: Transit Request

1	TMR/Mission Number:	FIRST SIX CHARACTERS OF TMR																																																			
2	Exporting/Importing Country	U.S. FORCES GERMANY - U.S. FORCES AT DESTINATION																																																			
3	Origin MCT and POC:	ORIGIN MCT AND POC																																																			
4	Major Command/Shipper: Origin of Movement: POC & Tel No: Origin DODAAC:	SHIPPER DEPARTURE LOCATION POC AND TELEPHONE NUMBER ORIGIN DODAAC																																																			
5	Destination MCT: POC & Tel No: Destination DODAAC:	DESTINATION POC AND TELEPHONE NUMBER DESTINATION DODAAC																																																			
6	Purpose of Movement/Transit:	PURPOSE OF MOVEMENT																																																			
7	Departure Date and Time:	DEPARTURE DATE AND TIME																																																			
8	Proposed Itinerary:	ROUTE OF THE MOVEMENT (by country)																																																			
		<table border="1"> <thead> <tr> <th>CITY NAME</th> <th>DATE DAY, MONTH, YEAR</th> <th>LOCAL TIME (24-hour time)</th> </tr> </thead> <tbody> <tr> <td colspan="3">DEPART</td> </tr> <tr> <td>ORIGIN LOCATION</td> <td></td> <td></td> </tr> <tr> <td colspan="3">EXIT GERMANY</td> </tr> <tr> <td>PASSAU</td> <td></td> <td></td> </tr> <tr> <td colspan="3">ENTRY AUSTRIA</td> </tr> <tr> <td>SUBEN</td> <td></td> <td></td> </tr> <tr> <td colspan="3">EXIT AUSTRIA</td> </tr> <tr> <td>NICKELSDORF</td> <td></td> <td></td> </tr> <tr> <td colspan="3">ENTRY HUNGARY</td> </tr> <tr> <td>HEGYESHALOM</td> <td></td> <td></td> </tr> <tr> <td colspan="3">EXIT HUNGARY</td> </tr> <tr> <td>NAGYLAK</td> <td></td> <td></td> </tr> <tr> <td colspan="3">ENTRY ROMANIA</td> </tr> <tr> <td>NADLAC</td> <td></td> <td></td> </tr> <tr> <td colspan="3">EXIT ROMANIA</td> </tr> <tr> <td>GIURGIU</td> <td></td> <td></td> </tr> </tbody> </table>	CITY NAME	DATE DAY, MONTH, YEAR	LOCAL TIME (24-hour time)	DEPART			ORIGIN LOCATION			EXIT GERMANY			PASSAU			ENTRY AUSTRIA			SUBEN			EXIT AUSTRIA			NICKELSDORF			ENTRY HUNGARY			HEGYESHALOM			EXIT HUNGARY			NAGYLAK			ENTRY ROMANIA			NADLAC			EXIT ROMANIA			GIURGIU		
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EXIT AUSTRIA																																																					
NICKELSDORF																																																					
ENTRY HUNGARY																																																					
HEGYESHALOM																																																					
EXIT HUNGARY																																																					
NAGYLAK																																																					
ENTRY ROMANIA																																																					
NADLAC																																																					
EXIT ROMANIA																																																					
GIURGIU																																																					
A	GERMANY																																																				
B	AUSTRIA																																																				
C	HUNGARY																																																				
D	ROMANIA																																																				

Figure 2. Sample Format of a Diplomatic Clearance Request (Multi-Country)

<b>E</b>	<b>BULGARIA</b>	ENTRY BULGARIA <b>RUSSE</b>
		EXIT BULGARIA <b>GYUESHEVO</b>
<b>F</b>	<b>REPUBLIC OF MACEDONIA (ROM)</b>	ENTRY ROM <b>KRIVA PALANKA</b>
		EXIT ROM <b>DJEN YANKOVIC</b>
<b>G</b>	<b>KOSOVO</b>	ENTRY KOSOVO <b>KACANIC</b>
		ARRIVE <b>CAMP BONDSTEEL</b>
<b>9</b>	Rail: No. and Type Railcars:	<b>NUMBER AND TYPE OF RAILCARS</b>
<b>10</b>	Highway Movements	<b>NUMBER OF MILITARY OR COMMERCIAL VEHICLES</b>
	<b>TRUCKS (truck-trailer)</b>	<b>DRIVERS NAMES AND PASSPORT NUMBERS</b>
	<b>1 (License Plates)</b>	<b>1 (Name and Passport Number)</b>
	<b>2</b>	<b>2</b>
	<b>3</b>	<b>3</b>
	<b>4</b>	<b>4</b>
<b>11</b>	Carrier Information	<b>CARRIER'S NAME</b>
<b>12</b>	Description of Cargo:	<b>CARGO DESCRIPTION</b>
<b>13</b>	Number Size and Type of Containers	<b>NUMBER AND TYPE OF CONTAINERS</b>
<b>14</b>	Additional Personnel	<b>ADDITIONAL PERSONNEL (for example, guards)</b>
<b>15</b>	Documentation:	<b>U.S. TRANSPORT DOCUMENTS</b>
<b>16</b>	Special Remarks	<b>ANY SPECIAL REMARKS (for example, HAZMAT information)</b>

**Figure 2. Sample Format of a Diplomatic Clearance Request (Multi-Country)—Continued**

(4) The Provost Marshal Office, HQ 21st TSC, will receive and coordinate requests for movement of arms, ammunition, and explosives (AA&E) crossing international borders and arrange for HN support escorts and required safe havens in coordination with the Host Nation Support Office, ODCS, G5, HQ 21st TSC.

**f. Movement of HAZMAT.** When HAZMAT is being transported, the following information must be provided when submitting diplomatic clearance requests:

- (1) United Nations number.
- (2) Proper shipping name.

(3) Hazard classification number.

(4) Item number inside the class.

(5) Weight in kilograms of the HAZMAT (including packaging). Hazard class 1 (ammunition) must also include the net explosive weight (NEW) in kilograms.

**g. Timelines.**

(1) Every country has a specified timeline for the receipt of diplomatic clearance requests. Some countries will accept late requests, and some will not. Late requests for diplomatic clearances may result in the rejection of the movement or the movement being delayed at the border until the country authorizes the movement to proceed.

(2) Particular attention will be given to movements of ammunition, weapons, combat vehicles, Soldiers, or anything else that would require escorts (either U.S. or HN) or safe havens. For these types of transports, countries normally require a longer processing time. Units will not be authorized to move until all coordination for escorts and safe havens has been completed.

(3) [Appendix C](#) provides more information about timelines for obtaining diplomatic clearances.

**SECTION IV**

**SAFETY, ACCIDENT PREVENTION, AND ACCIDENT REPORTING**

**16. GENERAL**

a. Accidents involving U.S. Army military motor vehicles drain DOD resources and hinder mission accomplishment. Unit commanders will conduct an aggressive and continuing motor-vehicle safety program to avoid needless losses. The commander's program must integrate driver selection and training, operational safety, risk assessment and management, incident investigation, and corrective action.

b. Commanders will emphasize motor-vehicle accident-prevention programs that promote safety awareness. These programs will be conducted as prescribed by [AE Regulation 385-55](#).

**17. ACTIONS IN CASE OF AN ACCIDENT**

Drivers involved in accidents will—

a. Provide all possible assistance to the injured. U.S. Army combat vehicles, buses, and NTVs must be equipped with first-aid kits (NSN 6545-00-922-1200). These kits are available through normal supply channels.

b. Warn other motorists of any existing highway hazard.

c. Notify military police and other appropriate authorities. For accidents occurring off military installations, local police or emergency-service personnel will be notified first when there is an injury, fire, HAZMAT spill, or a hazard to public traffic.

d. Release their military vehicles only to appropriate U.S. authorities. Appropriate authorities will investigate each accident involving a Government-owned vehicle or rented administrative-use motor vehicle.

(1) Vehicle crews and commanders will investigate and immediately complete SF 91. The next senior person responsible for motor-vehicle operations will complete the report if the SF 91 cannot be prepared by the driver because of injury or death. The driver or next senior person responsible will deliver the completed SF 91 as soon as possible to the motor-transport officer.

(2) Unit commanders will prepare safety reports according to [AE Regulation 385-10](#) to identify and correct safety risks.

(3) Unit commanders will perform a separate collateral investigation of the accident. The investigation should determine accident liability and whether any admission of liability has been made that could prejudice the rights of, or serve to obligate the U.S. Government.

(4) Neither drivers nor passengers will—

(a) Express oral or written opinions to claimants or agents concerning liability, investigation findings, or the possibility of a claim approval.

(b) Make official accident investigation reports available to a claimant or any individual or representative of any non-U.S. Army organization, including HN police.

(5) Unit commanders will take appropriate action when drivers fail to report an accident (for example, suspension of driving license, remedial training, punishment under the United States Code of Military Justice).

## **18. SAFETY MEASURES**

a. Drivers must be trained and certified before operating an official duty vehicle. Drivers must obey local traffic laws and regulations.

b. Unit commanders will perform a mission risk assessment of each mission and brief the vehicle crews involved.

c. Seatbelts, when installed, will be worn by all occupants. The operator and passengers in a vehicle equipped with seatbelts will fasten their seatbelts and keep them fastened while the vehicle is in motion. Senior military passengers or operators will enforce this requirement.

d. Warning devices (that is, lights, turn signals, and horns) will be used as conditions and local law require.

e. Glass areas of U.S. Army vehicles must be free of posters, stickers, cracks, discoloration, and nontransparent material that could impair the driver's vision or create a hazard.

f. Light lenses will be kept clean. Operators of military motor vehicles on public roads and highways will keep lights on throughout the entire route. Drivers operating vehicles during inclement weather that reduces visibility (for example, fog, rain, sleet, snow) will use low-beam (not parking) lights. Blackout lights may be used on public roads only when traffic-control or other risk-reduction measures are implemented, and only with the permission of authorities with local jurisdiction.

g. Personnel will be transported according to policy in AR 385-55 and [AE Regulation 385-55](#). When transporting personnel outside of training areas, personnel will not be transported in the back of cargo vehicles, and buses or other personnel-movement vehicles must be used.

h. All cargo in a vehicle will be restrained to prevent its movement within the vehicle body and to prevent losing cargo during transport. Cargo must be restrained such that restraints prevent movement from front to rear, from side to side, and up and down.

i. Drivers of emergency vehicles (fire department, medical, police) will—

(1) Drive in a manner that does not endanger life or property and comply with speed restrictions and other traffic regulations. Drivers also will give others adequate warning of their approach by means of appropriate visual or auditory signals, or both, when operating vehicles under emergency conditions.

(2) Assume the right of way only when and where other traffic has clearly yielded the right of way in response to the emergency vehicle signal (visual, auditory, or both). Emergency vehicles will never be driven in a manner that endangers life or property.

j. When a vehicle is disabled (including at accident sites)—

(1) Unit commanders will ensure that two highway warning devices (that is, reflective triangles, reflective cones, or blinking lights) are used in accordance with the HN requirements. These devices must be carried in each military vehicle and used in emergencies.

(2) Vehicle crews will use warning devices to warn traffic of the situation. The device should be fully opened before leaving the vehicle and carried as a personal warning device until positioned properly.

(3) Recovery personnel will remove disabled vehicles from traffic lanes without delay. Recovery personnel will observe the following when towing vehicles on public highways:

(a) No more than one vehicle will be towed behind a motor vehicle on public highways. A towing vehicle must be suitable for that purpose and will tow only a vehicle of smaller or equal size and weight. Drivers will not use vehicles transporting ammunition or hazardous cargo to tow other vehicles.

(b) Only a wrecker truck or vehicle with a standard towbar and drag chains will be used for towing. Recovery personnel will use towchains only when wrecker trucks or towbars are not available. Use of towchains will be limited to towing vehicles short distances to clear roadways.

(c) Recovery personnel normally will tow vehicles during daylight. Because of the danger of a rear-end collision, vehicles will not be towed during darkness unless necessary to clear roadways. If required during darkness or limited visibility, towing will be done only if vehicles are properly lighted.

(4) Recovery vehicles must be equipped with at least one but not more than two functional RAWLs. RAWLs should not be turned on until the actual recovery operation begins and then only while the disabled vehicle is being attached to the recovery vehicle. When drivers are towing an OS or OW vehicle or when drivers cannot maintain minimum speed, RAWLs must remain lighted.

(5) Towed vehicles must be lighted as follows:

(a) The towed vehicle's four-way (emergency) flashers must be on, if available. Taillights must be on (if still operational) and light devices must be free of dirt and unobstructed.

(b) Emergency-warning-kit reflectors or other reflective material must be placed on the rear of the towed vehicle to provide clear warning to approaching vehicles. Reflectors will be no higher than 48 inches (1.5 meters) above the roadway. Towed vehicles that cannot be lighted properly or safeguarded by reflective materials will be followed closely by a TEV.

(6) Recovery personnel will bring disabled vehicles to the nearest repair facility. Towing a disabled vehicle to a place far from the breakdown point is generally unacceptable. In cases involving a risk of collision (for example, poor visibility, bad weather), the disabled vehicle must be towed to the next available rest area or parking lot.

(7) When possible, recovery personnel should not tow disabled vehicles on the autobahn or other similar highways. When a breakdown occurs on the autobahn or other highway, the recovery personnel must assess existing traffic conditions to determine whether or not to use the roadway for towing beyond the next point of exit. For example, continuation of autobahn towage may be needed if poor local conditions (winding roads through villages or cities) or critical construction sites can be avoided. Vehicles should not be towed onto the autobahn or other similar type of highway.

k. Drivers will ensure that RAWLs are operational and used as prescribed by local law. Commanders will ensure that the following types of vehicles have at least one but not more than two RAWLs:

- (1) OS, OW, and tracked vehicles.
- (2) Wreckers, other recovery vehicles, and contact-maintenance vehicles.
- (3) LEVs and TEVs in each serial of a convoy, or vehicles escorting an OS or OW vehicle.
- (4) Vehicles in a convoy.
- (5) Other vehicles as determined by local commanders.

l. Commanders will ensure that all Army tactical vehicles and trailers are marked at the rear corners with two delineator plates according to [AE Regulation 385-55](#). Drivers will ensure that the plates are kept clean.

m. Drivers of tracked vehicles operated on roads will mark the vehicles with reflective tape. Red tape (NSN 9390-00656-1186) may be used on the rear; amber tape (NSN 9390-00-753-3208) may be used for the sides and front.

(1) Reflective tape must adhere to vehicle surfaces. Special care must be used when applying the tape in cold weather (42 degrees Fahrenheit or below). The tape must be applied to a clean, dry surface.

(2) Reflective tape applied to a flat, vertical surface gives the most intense reflection. When an adequate vertical surface does not exist, the tape should be applied to plates that can be easily removed and reused.

(3) Reflective tape should be mounted on the most visible surface near the four corners of the vehicle. Three strips of 2- by 12-inch tape are recommended for greatest visibility.

n. Operators of military vehicles will not consume drugs or alcoholic beverages (including beer and wine) while they are driving or within 8 hours before driving.

o. While operating Government vehicles, drivers will not use equipment that distracts from the vehicle operation. This includes cell phones and headphones that are not part of approved vehicle equipment.

p. Drivers will not smoke while operating Government vehicles.

q. Drivers will not make U-turns on roads. Crossing from one lane to another to go in the opposite direction will be done only by exiting and using an underpass or overpass road complex.

r. Drivers will not make voluntary halts on the roadway. Drivers will pull off the roadway and into authorized parking areas or other safe locations.

## **19. BUS OPERATIONS**

a. Military personnel are not allowed to stand in military buses or commercial buses. A seat must be provided for each person, and each person must be seated while the bus is moving.

b. A clearly visible line will be painted on the floor of the military bus 3 feet behind the driver's seat. Bus passengers will not stand in front of the line. This ensures the bus driver has an unobstructed side view to both the left and right sides of the bus.

c. Prescribed safety and emergency equipment (including emergency doors) must operate properly. Emergency doors and equipment must be identified clearly and instructions for operating the doors must be printed with high-visibility paint. A bus carrying cargo and passengers will be loaded so that the cargo does not block emergency-exit doors.

d. Army-operated buses must be equipped with mechanical or electric turn indicators, two amber clearance lights in the front, two red or amber clearance lights in the rear, at least two amber reflectors on each side, and two amber or red reflectors in the rear.

## **SECTION V SECURITY**

### **20. SECURITY REQUIREMENTS**

a. [AE Regulation 55-4, paragraph 45](#), prescribes requirements for physical security of AA&E. (Defense Transportation Regulation (DTR) 4500.9-R and AR 190-11 also provide requirements.)

b. Drivers will secure vehicles with a locking mechanism when vehicles are parked and unattended. This requirement is in addition to other security measures that are used to protect vehicles.

c. Drivers will secure wheeled vehicles by doing either of the following:

(1) Engaging manufacturer-installed door and ignition locking devices.

(2) Immobilizing the steering wheel with a chain and padlock. The chain used for this purpose must consist of ¼-inch or thicker hardened steel links with one end attached permanently to the vehicle. A secondary padlock (NSN 5340-00-158-3807 (with chain) or NSN 5340-00-158-3805 (without chain)) will be used to secure the chain to the steering-wheel spoke.

d. The following vehicles are exempt from the requirements in [subparagraphs b and c](#) above:

(1) Vehicles actively employed in tactical exercises.

(2) Dispatched emergency vehicles, military or security police vehicles, courtesy patrols, and interior guard vehicles when in use for brief periods and response time is a critical factor in the successful performance of the operator's duties.

e. Personnel are not authorized to immobilize vehicles by removing essential operating parts.

f. Personnel are not allowed to install master-key operated locking systems on vehicles.

g. Unit commanders will implement stringent vehicle key-control procedures.

## APPENDIX A REFERENCES

### SECTION I PUBLICATIONS

*Accord Européen relatif au Transport International des Marchandises Dangereuses par Route (ADR)*  
(European Agreement Concerning the International Transportation of Hazardous Goods by Road)

Allied Movement Publication 1, Regulations and Procedures for Road Movement and Identification of Movement Control and Traffic Control Personnel and Agencies

Allied Movement Publication 2, Procedures for Surface Movements Across National Frontiers

Allied Movement Publication 3, Movement and Transport Documents and Glossary of Terms and Definitions

Allied Movement Publication 4, Technical Aspects of the Transport of Military Materials by Railroad

Standardization Agreement 2155, Road Movement Bid and Credit

DOD Manual 5100.76 (DOD 5100.76-M), Physical Security of Sensitive Conventional Arms, Ammunition, and Explosives (AA&E)

DTR 4500.9-R, Defense Transportation Regulation

DOD 4500.54-G/M, Department of Defense Foreign Clearance Guide and Manual (specifically, the Foreign Clearance Guide, Europe (volume)), available at <https://www.fcg.pentagon.mil/>)

USEUCOM Manual 4301.01, Common User Logistics (CUL) in the USEUCOM AOR

AR 15-6, Procedures for Investigating Officers and Boards of Officers

AR 27-20, Claims

AR 58-1, Management, Acquisition, and Use of Motor Vehicles

AR 190-5, Motor Vehicle Traffic Supervision

AR 190-11, Physical Security of Arms, Ammunition, and Explosives

AR 190-45, Law Enforcement Reporting

AR 385-10, The Army Safety Program

Training Circular 21-305 (TC 21-305), Training Program for Wheeled Vehicle Accident Avoidance

Army Techniques Publication 4-11 (ATP 4-11), Army Motor Transport Operations

[AE Regulation 10-5](#), Headquarters, United States Army Europe

[AE Regulation 55-4](#), Safe Movement of Hazardous Goods by Surface Modes

[AE Regulation 385-10](#), Army in Europe Safety Program Management

[AE Regulation 385-55](#), Prevention of Motor-Vehicle Accidents

German (*Bundeswehr*) HS HNS DEU, Handbook on Support Within the Scope of Host Nation Support in Germany

**NOTE:** The current *Bundeswehr*-published version is no longer available online because of inaccuracies, but is still in use (available by telephonic (49-(0)30-4981-4727/4728) or e-mail request ([kdoterraufgbweinshns@bundeswehr.org](mailto:kdoterraufgbweinshns@bundeswehr.org))). An update is in progress as of 15 April 2015, and will be available at <http://www.streitkraeftebasis.de/portal/a/streitkraeftebasis/uleist/hns> when corrections are completed. The *Bundeswehr* Host Nation Support Office website provides additional information and the contact information.

## **SECTION II FORMS**

NATO Form 302 (U.S. version), Import/Export Customs Declaration

SF 91, Motor Vehicle Accident Report

OF 346, U.S. Government Motor Vehicle Operator's Identification Card

DD Form 2A (ACT), Active Duty Military ID Card

DD Form 626, Motor Vehicle Inspection (Transporting Hazardous Materials)

DA Form 2028, Recommended Changes to Publications and Blank Forms

[AE Form 55-1A](#), Certificate of Liability of Public Authorities (*Bescheinigung über die Staatshaftung/Certificat de Responsabilité d'Etat/Certificato di Responsabilità dei Servizi Pubblici*)

[AE Form 55-1M](#), Convoy, Oversize/Overweight Vehicle Movement Observation Report

[AE Form 55-1N](#), Road Movement Bid Credit Granted/*Marschanmeldung*

[AE Form 55-4A](#), Certificate of Approval for Vehicles Carrying Certain Dangerous Goods (*Zulassungsbescheinigung für Fahrzeuge zur Beförderung bestimmter gefährlicher Güter/Certificato di Approvazione per I Veicoli Che Trasportano Alcune Merci Pericolose*)

German (*Bundeswehr*) Request for Entry/Transit by Military Vehicles/Military and Civilian Aircraft and Railway Form (*Antrag für die Ein-/Durchreise mit militärischen Kraftfahrzeugen/militärischen und zivilen Luftfahrzeugen und der Eisenbahn*)

**NOTE:** The same *Bundeswehr* Host Nation Support Office identified in the [note above](#) is the proponent for this form. This form is also not currently available on their website for download, but is available by contacting their office (contact information and website same as above).

**APPENDIX B  
TRANSPORTATION RESPONSIBILITY POINTS OF CONTACT**

Table B-1 provides the contact information for Army movement control elements in the USAREUR area of responsibility.

<b>Table B-1 Movement Control Element POCs</b>			
<b>Organization</b>	<b>Location</b>	<b>Military Telephone</b>	<b>Civilian Telephone</b>
21st TSC-I	Vicenza, Italy	634-8204	0039-0444-51-8204
21st TSC TIB	Kaiserslautern, Germany	484-7165	0049-(0)631-413-7165
39th Trans Bn	Kaiserslautern, Germany	483-6385	0049-(0)631-411-6385
99th MCT	Aviano, Italy	632-8120	0039-0434-66-8120
BMCT Baumholder	Baumholder, Germany	485-6190	0049-(0)6783-6-6190
PBMCT Bremerhaven	Bremerhaven, Germany	none	0049-(0)471-891-8766
BMCT Chièvres	Chièvres, Belgium	361-5307	0032-(0)6827-5307
BMCT Germersheim	Germersheim, Germany	378-3728	0049-(0)7274-58-3728
BMCT Grafenwöhr	Grafenwöhr, Germany	475-6252	0049-(0)9641-83-6252
BMCT Hohenfels	Hohenfels, Germany	466-4788	0049-(0)9472-83-4788
BMCT Kaiserslautern	Kaiserslautern, Germany	483-7291	0049-(0)631-411-7291
BMCT Katterbach	Katterbach, Germany	467-2698	0049-(0)9802-83-2698
BMCT Livorno	Livorno, Italy	633-7543	0039-050-54-7543
PMCT Rotterdam	Rotterdam, the Netherlands	none	0031-10-453-9864
BMCT Schinnen	Schinnen, the Netherlands	360-7498	0031-46-443-7498
BMCT Stuttgart	Stuttgart, Germany	430-8719	0049-(0)711-680-8719
BMCT Vicenza	Vicenza, Italy	634-7071	0039-0444-51-7071
BMCT Vilseck	Vilseck, Germany	476-2960	0049-(0)9662-83-2960
BMCT Wiesbaden	Wiesbaden, Germany	334-2722	0049-(0)6134-604-2722
U.S. MCT in KFOR	Camp Able Sentry, Kosovo	783-1317	00389-258-0312
PMCT Ramstein	Ramstein, Germany	480-2288	0049-(0)6371-47-2288

## APPENDIX C DIPLOMATIC CLEARANCE

This appendix provides information about requesting diplomatic clearance for the transit ([glossary](#)) of the former East German states (also known as the 2+4 States) ([para C-1](#)) or other European countries ([para C-2](#) and [table C-1](#)).

### C-1. 2+4 TREATY CLEARANCE

a. The Treaty on the Final Settlement With Respect to Germany (2+4 Treaty), which was signed on 12 September 1990, established the relationship of the united Germany with the rest of Europe and the world. This treaty ended the artificial division of Germany and Berlin, provided for the full withdrawal of Soviet Forces from Germany, and terminated all remaining Four-Power rights and responsibilities for Berlin and Germany as a whole. This treaty created the basis for the emergence of a united, democratic, and sovereign Federal Republic of Germany.

b. Procedures adopted to implement provisions of the 2+4 Treaty require all non-German Forces, including the U.S. Forces, to notify the German Federal Ministry of Defense of transit in the German States of Berlin, Brandenburg, Mecklenburg-Vorpommern, Sachsen, Sachsen-Anhalt, and Thüringen (hereafter referred to as the “2+4 States”). Transit means the movement of personnel, vehicles, and equipment into or through these German States to conduct official military activities (for example, band performances, conferences, exercises, official visits, training). The three types of notification categories are as follows:

- (1) Overflights.
- (2) Personnel and small road movements (fewer than 10 vehicles).
- (3) Rail and large road movements (movement credits required).

c. Units and organizations tasked or directed to conduct official military activities involving the transit of the 2+4 States will immediately appoint a 2+4 POC for the activity. For NATO, Partnership for Peace, bilateral, and multilateral exercises requiring the transit of the 2+4 States, the HQ USAREUR staff office with oversight of the activity will appoint the 2+4 POC. Subordinate organizations supporting or participating in these activities will provide the necessary information to the 2+4 POC.

(1) The 2+4 POC is responsible for submitting a Request for Entry/Transit by Military Vehicles/Military and Civilian Aircraft and Railway (*Antrag für die Ein-/Durchreise mit militärischen Kraftfahrzeugen/militärischen und zivilen Luftfahrzeugen und der Eisenbahn*) form for all personnel and small road movements related to the activity. This includes all planning and related support (for example, site surveys, planning conferences, meetings) that require ground transit in the 2+4 States. The form is available at <http://www.streitkraefteunterstuetzungskommando.bundeswehr.de/portal/a/skukdo> (click on *Service & Presse*, then *Host Nation Support*; the form is under *Downloads*). The website has instructions for completing the form and provides related information (for example, border-crossing points).

**NOTE:** Units must fill out the form completely, correctly, and legibly. The German Federal Ministry of Defense will not process forms that have misspellings or other errors.

(2) The 2+4 POC will consolidate all data required for entry on the form and send the form to the servicing movement control element (MCE) at least 40 calendar days before the movement begins. The supporting MCE will forward the form to the Transportation Integration Branch (TIB), Support Operations (SPO), Headquarters, 21st Theater Sustainment Command (21st TSC) (21st TSC TIB).

(3) The 21st TSC TIB will review forms for completeness and accuracy and forward them to the USAREUR Liaison Office in Berlin (civ 030-8305-2149, fax 030-8305-2504, or e-mail: *USARMY Baden-Wuerttemberg USAREUR Mailbox USAREUR LNO Berlin Group (usarmy.badenwur.usareur.mbx.usareur-lno-berlin-group@mail.mil)* at least 35 days before movements.

(4) Units must send information concerning the transit of the 2+4 States at least 10 workdays in advance. If complete or exact information is not known at that time, POCs will provide updates as soon as possible to the 21st TSC TIB for forwarding to the USAREUR Liaison Officer in Berlin. Failure to submit the form could result in a diplomatic note being filed through the Ministry of Foreign Affairs.

## **C-2. DIPLOMATIC CLEARANCE TIMELINES**

**Table C-1** provides a guide for the number of days host nations (HNs) require to process diplomatic clearance requests.

a. To calculate the submission suspense date of a clearance request to the 21st TSC by backwards planning, units need to add at least 2 workdays to the HN timelines to allow the 21st TSC sufficient time to review the request for completeness and validity.

b. When backwards planning their suspense dates, units should also consider the following additional guidance and information:

(1) **Table C-1** is only planning guidance, and the guidance is current only as of the date of this publication. HNs may change their submission timelines at any time. The servicing MCE (that is, movement control team or branch movement control team) will provide guidance if the submission timelines have changed since publication of this regulation.

(2) The timeline for obtaining diplomatic clearance to move arms, ammunition, and explosives (AA&E) may take longer than the times shown in **table C-1**. The length of time required to obtain diplomatic clearance for AA&E will vary depending on the type and amount of AA&E.

(3) According to European Union transportation standards, the M915-M872 tractor-trailer combination is an “oversize (OS) vehicle.” All movements that use an M915-M872 in the countries listed in **table C-1** will require an OS-vehicle clearance.

(4) NATO travel orders are required for all U.S. military personnel transiting the countries listed in **table C-1**. When more than one military person are travelling as a group, the names can be listed on an attachment to the NATO travel order (for example, one order per bus, convoy, rail movement, vehicle). DOD 4500.54-G/M, Department of Defense Foreign Clearance Guide and Manual (<https://www.fcg.pentagon.mil/>), provides more detailed information.

(5) As part of their basic documentation, all military vehicles must have a proof of insurance or an AE Form 55-1A (Certificate of Liability of Public Authorities), which provides contact information for the appropriate claims office. If using an AE Form 55-1A, the company-level commander must have signed the form to certify that the vehicle (identified by vehicle registration number) is self-insured by the U.S. Government.

NOTE: The glossary defines abbreviations used in [table C-1](#).

<b>Table C-1 Diplomatic Clearance Timelines</b>		
<b>Country</b>	<b>Category</b>	<b>Required HN Processing Time</b>
<b>Albania</b>	Bus with weapons:	12 workdays
	Bus without weapons:	12 workdays
	Commercial truck with general cargo:	12 workdays
	Military truck with general cargo:	12 workdays
	OS/OW/convoy/HAZMAT/Sl:	12 workdays
	Rail:	30 workdays
<b>Armenia*</b>	Bus with weapons:	14 calendar days
	Bus without weapons:	14 calendar days
	Commercial truck with general cargo:	14 calendar days
	Military truck with general cargo:	14 calendar days
	OS/OW/convoy/HAZMAT/Sl:	14 calendar days
	Rail:	40 calendar days
<b>Austria</b>	Bus with weapons:	8 workdays
	Bus without weapons:	8 workdays
	Commercial truck with general cargo:	“free run” (glossary)
	Military truck with general cargo:	8 workdays
	OS/OW/convoy/HAZMAT/Sl:	15 workdays
	Rail with MP escort:	8 workdays
	Rail without MP escort:	free run
<b>Azerbaijan*</b>	Bus with weapons:	21 calendar days
	Bus without weapons:	21 calendar days
	Commercial truck with general cargo:	free run
	Military truck with general cargo:	21 calendar days
	OS/OW/convoy/HAZMAT/Sl:	21 calendar days
	Rail:	40 calendar days
<b>Belgium</b>	Bus with weapons:	24 hours (under certain circumstances)
	Bus without weapons:	24 hours
	Commercial truck with general cargo:	free run
	Military truck with general cargo:	24 hours w/waiver
	OS/OW/convoy/HAZMAT/Sl:	15 workdays
	Rail with MP escorts:	60 calendar days
	Rail without MP escorts:	15 workdays

<b>Table C-1 Diplomatic Clearance Timelines—Continued</b>		
<b>Country</b>	<b>Category</b>	<b>Required HN Processing Time</b>
<b>Bosnia-Herzegovina</b>	Bus with weapons:	10 workdays
	Bus without weapons:	5 workdays
	Commercial truck with general cargo:	10 workdays
	Military truck with general cargo:	10 workdays
	OS/OW/convoy/HAZMAT/Sl:	10 workdays
	Rail:	30 workdays
<b>Bulgaria</b>	Bus with weapons:	10 workdays
	Bus without weapons:	10 workdays
	Commercial truck with general cargo:	5 workdays
	Military truck with general cargo:	5 workdays
	OS/OW/convoy/HAZMAT/Sl:	15 workdays
	Rail:	10 workdays
<b>Croatia</b>	Bus with weapons:	5 workdays
	Bus without weapons:	10 workdays
	Commercial truck with general cargo:	5 workdays
	Military truck with general cargo:	5 workdays
	OS/OW/convoy/HAZMAT/Sl:	10 workdays
	Rail:	30 workdays
<b>Czech Republic</b>	Bus with weapons:	30 workdays
	Bus without weapons:	14 workdays
	Commercial truck with general cargo:	14 workdays
	Military truck with general cargo:	14 workdays
	Military convoy/HAZMAT/Sl:	30 calendar days
	OS/OW:	45 calendar days
	Rail:	45 calendar days
<b>Denmark</b>	Bus with weapons:	15 workdays
	Bus without weapons:	10 workdays
	Commercial truck with general cargo:	free run
	Military truck with general cargo:	15 workdays
	OS/OW/convoy/HAZMAT/Sl:	15 workdays
	Rail:	30 workdays
<b>Estonia</b>	All movements	15 calendar days

<b>Table C-1 Diplomatic Clearance Timelines—Continued</b>		
<b>Country</b>	<b>Category</b>	<b>Required HN Processing Time</b>
<b>France</b>	Bus with weapons:	32 calendar days
	Bus without weapons:	7 calendar days
	Commercial truck with general cargo:	free run
	HAZMAT/Sl (truck or rail):	32 calendar days
	Military truck with general cargo:	7 calendar days
	OS/OW/convoy:	7 calendar days
	Rail:	free run
<b>Georgia</b>	All movements	30 calendar days
<b>Germany (former East / 2+4 States)</b>	All movements of ammunition, Soldiers (more than 10), equipment and personnel by rail, and weapons	10 workdays
<b>Greece</b>	Bus with weapons:	15 calendar days
	Bus without weapons:	7 calendar days
	Commercial truck with general cargo:	7 calendar days
	Military truck with general cargo:	7 calendar days
	OS/OW/convoy/HAZMAT/Sl:	15 calendar days
	Rail:	35 calendar days
<b>Hungary</b>	Bus with weapons:	10 workdays
	Bus without weapons:	3 workdays
	Commercial truck with general cargo:	3 workdays
	Military truck with general cargo:	3 workdays
	OS/OW/convoy/HAZMAT/Sl:	10 workdays
	Rail:	30 calendar days
<b>Italy</b>	Bus with weapons:	12 workdays
	Bus without weapons:	48-hour notification
	Commercial truck with general cargo:	free run
	Military truck with general cargo:	48-hour notification
	OS/OW/convoy/HAZMAT/Sl ( <i>Carabinieri</i> escort is required):	12 workdays
	Rail:	15 workdays
<b>Kazakhstan*</b>	All movements	No timeline available
<b>Kosovo</b>	Bus with weapons:	4 workdays
	Bus without weapons:	2 workdays
	Commercial truck with general cargo:	2 workdays
	Military truck with general cargo:	2 workdays
	OS/OW/convoy/HAZMAT/Sl:	4 workdays
	Rail:	30 workdays
<b>Kyrgyzstan*</b>	All movements	No timeline available
<b>Latvia</b>	All movements	15 workdays

<b>Table C-1 Diplomatic Clearance Timelines—Continued</b>		
<b>Country</b>	<b>Category</b>	<b>Required HN Processing Time</b>
<b>Lithuania</b>	All movements	2 workdays
<b>Luxembourg</b>	Bus with weapons:	10 calendar days
	Bus without weapons:	free run
	Commercial truck with general cargo:	free run
	HAZMAT (truck or rail):	10 workdays
	Military truck with general cargo:	free run
	OS/OW/convoy/SI:	15 workdays
	Rail:	30 workdays
<b>Moldova</b>	Bus with weapons:	10 workdays
	Bus without weapons:	free run
	Commercial truck with general cargo:	free run
	Military truck with general cargo:	free run
	OS/OW/convoy/HAZMAT/SI:	10 workdays
	Rail:	30 workdays
<b>Montenegro</b>	All movements	10 workdays
<b>Netherlands</b>	Bus with weapons:	2 workdays
	Bus without weapons:	2 workdays
	Commercial truck with general cargo:	5 workdays
	Military truck with general cargo:	5 workdays
	OS/OW/convoy/HAZMAT/SI:	14 workdays
	Rail:	30 workdays
<b>Norway</b>	All movements	30 calendar days
<b>Poland</b>	Bus without weapons	free run
	Commercial truck with general cargo	free run
	All other movements	30 calendar days
<b>Portugal</b>	All movements	30 calendar days
<b>Republic of Macedonia*</b>	Bus with weapons:	4 workdays
	Bus without weapons:	2 workdays
	Commercial truck with general cargo:	free run
	Military truck with general cargo:	2 workdays
	OS/OW/convoy/HAZMAT/SI:	4 workdays
	Rail:	30 workdays
<b>Romania</b>	Bus with weapons:	10 workdays
	Bus without weapons:	4 workdays
	Commercial truck with general cargo:	4 workdays
	Military truck with general cargo:	4 workdays
	OS/OW/convoy/HAZMAT/SI:	10 workdays
	Rail:	30 calendar days

<b>Table C-1 Diplomatic Clearance Timelines—Continued</b>		
<b>Country</b>	<b>Category</b>	<b>Required HN Processing Time</b>
<b>Russia*</b>	Transit not allowed	Transit not allowed
<b>Serbia</b>	Transit not allowed	Transit not allowed
<b>Slovakia</b>	Bus with weapons:	10 workdays
	Bus without weapons:	10 workdays
	Commercial truck with general cargo:	10 workdays
	Military truck with general cargo:	10 workdays
	OS/OW/convoy/HAZMAT/Sl:	10 workdays
	Rail:	10 workdays
<b>Slovenia</b>	All movements	10 workdays
<b>Spain</b>	Bus with weapons:	7 workdays
	Bus without weapons:	free run
	Commercial truck with general cargo:	21 calendar days
	Military truck with general cargo:	5 workdays
	OS/OW/convoy/HAZMAT/Sl:	14 workdays
	Rail:	60 workdays
<b>Sweden</b>	Bus with weapons:	30 calendar days
	Bus without weapons:	30 calendar days
	Commercial truck with general cargo:	free run
	Military truck with general cargo:	30 calendar days
	OS/OW/convoy/ HAZMAT/Sl:	30 calendar days
	Rail:	30 calendar days
<b>Switzerland</b>	All movements	20 workdays
<b>Tajikistan*</b>	All movements	No timeline available
<b>Turkey</b>	All movements (Turkish Defense Authorization (TDA) required; diplomatic clearance not recognized)	30 calendar days
<b>Turkmenistan*</b>	All movements	No timeline available
<b>Ukraine*</b>	All movements	No default timeline available. Contact the 21st TSC TIB for information about current HN processing time required for each specific request.
<b>United Kingdom</b>	Bus with weapons:	7 workdays
	Bus without weapons:	free run
	Commercial truck with general cargo:	free run
	Military truck with general cargo:	free run
	OS/OW/convoy/HAZMAT/Sl:	7 workdays
	Rail:	30 workdays
<b>Uzbekistan*</b>	All movements	No timeline available

**\*NOTE:** These countries do not accept NATO Form 302. Requesters must use host nation forms in lieu of or in addition to the NATO Form 302 (U.S. version).

## GLOSSARY

### SECTION I ABBREVIATIONS

21st TSC	21st Theater Sustainment Command
21st TSC-I	21st Theater Sustainment Command–Italy
21st TSC TIB	Transportation Integration Branch, Support Operations, Headquarters, 21st Theater Sustainment Command
21st TSC SPO	Support Operations, Headquarters, 21st Theater Sustainment Command
39th Trans Bn	39th Transportation Battalion (Movement Control)
99th MCT	99th Movement Control Team (Port)
AA&E	arms, ammunition, and explosives
ABS	antilock braking system
ADR	<i>Accord Européen relatif au Transport International des Marchandises Dangereuses par Route</i> (European Agreement Concerning the International Transportation of Hazardous Goods by Road)
AE	Army in Europe
AEPUBS	Army in Europe Library & Publishing System
AOR	area of responsibility
AR	Army regulation
BMCT	branch movement control team
CG, USAREUR	Commanding General, United States Army Europe
chap	chapter
civ	civilian
DOD	Department of Defense
DODAAC	Department of Defense activity address code
DTR	Defense Transportation Regulation
fig	figure
G5	deputy chief of staff for civil affairs
GVW	gross vehicle weight
HAZMAT	hazardous material
HMMWV	high mobility multipurpose wheeled vehicle
HN	host nation
HS HNS DEU	Handbook on Support Within the Scope of Host Nation Support in Germany
HQ	headquarters
ID	identification (card)
IMCOM-Europe	United States Army Installation Management Command, Europe Region
KFOR	(North Atlantic Treaty Organization) Kosovo Force
kmh	kilometers per hour
LEV	lead escort vehicle
MCE	movement control element
MCT	movement control team
mil	military
MLC	military load class
MP	military police
mph	miles per hour
NATO	North Atlantic Treaty Organization
NEW	net explosive weight

NSN	national stock number
NTV	nontactical vehicle
ODCS	office of the deputy chief of staff
OF	optional form
OS	oversize
OW	overweight
para	paragraph
PBMCT	port branch movement control team
PMCT	port movement control team
POC	point of contact
RAWL	rotating amber warning light
ROM	Republic of Macedonia
SF	standard form
SI	sensitive item
STANAG	standardization agreement
TEV	trail escort vehicle
TDA	Turkish Defense Authorization
TMP	transportation motor pool
U.S.	United States
USAREUR	United States Army Europe
USAREUR G4	Deputy Chief of Staff, G4, United States Army Europe
USEUCOM	United States European Command

## SECTION II TERMS

### **activity**

A unit, organization, or installation performing a function or mission

### **Allied movement publication**

A NATO publication series that prescribes procedures for vehicle movement and cargo transportation in Europe

### **branch movement control team**

A subordinate element of a movement control team (MCT) that coordinates customer-convoy or movement-credit requirements with other transportation elements

### ***Bundeswehr***

The army of the Federal Republic of Germany

### ***Carabinieri***

The national military police of Italy

### **convoy**

A group of vehicles (or group of march columns, serials, march units, or all three sub-elements) organized for the purpose of control and orderly movement with or without escort protection (Allied Movement Publication 1 provides more information about convoy elements and provides specific country requirements ([para 13](#)).)

**convoy commander**

The person in charge of the vehicles and operating personnel of a convoy, as designated by the person authorizing the movement (the senior officer, noncommissioned officer, or Soldier if no one is designated)

**dangerous cargo**

See *hazardous material*

**dangerous goods**

See *hazardous material*

**free run**

A category of diplomatic clearance movement control (used in [table C-1](#)) where the transportation movement is authorized to transit the applicable country without having to request a diplomatic clearance in advance of the movement or give advance notice to the applicable country

**gross vehicle weight**

The weight of the vehicle plus the weight of the load

**hazardous cargo**

See *hazardous material*

**hazardous material (HAZMAT)**

All classes of dangerous goods identified under national and international transportation regulations (This includes ammunition, compressed gases, corrosives, explosives, fuels, lithium batteries, and poisons; and other goods requiring designation by the terms “hazardous cargo,” “hazardous material” (“HAZMAT”), and “dangerous goods” (DTR 4500.9-R and [AE Reg 55-4](#).)

**highway movement control team (MCT)**

A military organization, normally subordinate to a transportation battalion, that coordinates with the appropriate area host-nation authority for unit movements (The highway MCTs in Germany work directly with and are often collocated with the local logistics command.)

**movement bid**

The request for permission to move convoys or oversize or overweight vehicles. The following are the five types of movement bids:

- **change**

A request initiated by a unit to modify an existing movement bid.

- **emergency**

A request that requires immediate movement action to prevent or respond to injury, loss of life, or damage to property (for example, to provide disaster relief, prevent injury or loss of life, or evacuate disabled vehicles)

- **exception to policy**

A routine request for a movement that will occur during a restricted movement period. An exception to policy requires authentication.

- **late**

A routine request that does not meet the established minimum advance-submission time. Late requests will be processed in sequence and are not guaranteed to move on the requested date.

- **routine**

A request for movement that meets the established advance-submission time

**movement control team**

A military unit, normally subordinate to a transportation battalion, that provides movement control, highway regulation, or both within an assigned geographic area

**movement credit**

The allocation or permission granted to one or more vehicles to move over a route that is subject to traffic or movement restrictions (also known as a controlled route) in a fixed time according to movement instructions. Permission is granted to the moving unit by the host-nation authority through the servicing movement control team. According to Allied Movement Publication 3, in road traffic the following are the three types of controlled routes:

- **dispatch route**

A roadway over which full control as to priorities of use and the regulation of movement of traffic in time and space is exercised. Movement authorization is required for its use, even by a single vehicle

- **reserved route**

A specific route allocated exclusively to an authority or formation

- **supervised route**

A roadway over which limited control is exercised by means of traffic-control points, traffic patrols, or both. Movement authorization is required for its use by a column of vehicles or a vehicle of exceptional size or weight

**movement number**

A number allocated to a movement by the movement control staff responsible for issuing a movement credit

**nontactical vehicle (NTV)**

A motor vehicle, normally of commercial design, assigned by formal authorization documents and used to provide the transportation support of an activity

**oversize vehicle**

A vehicle or a combination of a vehicle (vehicle-trailer, vehicle-secondary load, or both) and load that exceeds the legal dimensions of width, length, or height imposed by the host nation. [Table 4](#) of this regulation provides additional information about oversize vehicle restrictions

**overweight vehicle**

A vehicle or a combination of a vehicle and load that exceeds the legal gross vehicle weight or any individual axle loadings established by the host nation. [Table 4](#) of this regulation provides additional information about overweight vehicle restrictions

**Standardization Agreement (STANAG)**

The record of an agreement among several or all of the NATO-member nations to adopt like or similar military equipment, ammunition, supplies, or stores as well as operations, logistic, or administrative procedures

**transit**

A military movement across or within the sovereign boundaries of a country. Each nation reserves the right to deny or grant permission (for ground-transportation movements, known as a “diplomatic clearance” or a “transit clearance”) to move across or within its sovereign boundaries.