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United States Army Europe
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Army in Europe
Regulation 55-1*

Headquarters
United States Army Installation Management Command
Europe
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Transportation and Travel

United States Military Motor Vehicle Operations on European Public Roads

*This regulation supersedes AE Regulation 55-1, 14 May 2015.

For the Commander:

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

Summary of Change. This revision—

- Updates organizational names, office symbols, telephone numbers, and other administrative information throughout.
- Changes the title of this regulation and revises the applicability paragraph to reflect applicability throughout Europe.
- Prescribes the responsibilities of the Office of the Deputy Chief of Staff (ODCS), G3/5/7, and the ODCS, G4, HQ USAREUR ([paras 4a and b](#)).
- Provides additional unit responsibilities for movement of vehicles on European public roads ([para 4d](#)).
- Provides guidance for accident reporting that is particular to military movements and vehicles and applies in addition to [AE Regulation 385-55](#) requirements ([paras 4d\(8\)](#) and [17 thru 19](#)).

- Clarifies the differences between requesting a diplomatic clearance, a march credit, and a personnel-travel clearance (paras 7, 13b, 14, 15, and 16).
- Provides guidance on movement of hazardous material (HAZMAT) ([glossary](#)) and hazardous waste ([glossary](#)) in accordance with [AE Regulation 55-4](#) ([para 10](#)).
- Establishes march-credit processing timelines and updates the number of vehicles that constitute a convoy ([glossary](#)) in various countries ([para 13](#) and [table 3](#)).
- Updates processing procedures and times and provides a default planning timeline for requesting movement credits ([para 14](#) and [table 5](#)).
- Removes example diplomatic-clearance request forms and instead instructs requesters to contact their servicing movement control element (MCE) because the required format varies greatly among the European nations ([para 15](#)).
- Updates movement reporting requirements of the 2+4 Treaty Clearance ([para 22](#)).
- Establishes the movement requirements for the War Weapons Control Act ([para 23](#)).
- Updates MCE contact information ([table B-1](#)).
- Updates the processing timelines for diplomatic clearances for various countries ([table C-1](#)).

Applicability. This publication applies to—

- All U.S. military Forces operating military vehicles in the countries identified in [paragraph 5a](#) and in operational areas when USAREUR is the USEUCOM executive agent for surface traffic management as prescribed by directives and operation orders. Military vehicles include all Government-owned, -leased, or -loaned vehicles (including tactical and nontactical vehicles* (NTVs) ([glossary](#))).

***NOTE:** This regulation applies to NTVs primarily for matters not otherwise specified in [AE Regulation 58-1](#) (that is, AE Reg 55-1 policy and procedures apply in addition to [AE Reg 58-1](#) policy and procedures). The 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.

- All U.S. Army (military, civilian (U.S. and local national), and contractor) personnel, units, and organizations operating military vehicles anywhere in the USEUCOM area of responsibility.

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 available 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 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 <http://www.eur.army.mil/aepubs/>.

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 <http://www.eur.army.mil/aepubs/>.

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SECTION I GENERAL

1. PURPOSE

This regulation—

a. Prescribes policy, procedures, and responsibilities for operating U.S. military vehicles on European 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](#)); overweight (OW) vehicles ([glossary](#)); vehicles transporting hazardous material (HAZMAT) ([glossary](#)), hazardous waste (HW) ([glossary](#)), or both; vehicles transporting sensitive items; buses; 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 European public roads is responsible for the safety, discipline, and appearance of U.S. military drivers and their vehicles. Specific responsibilities are as follows:

a. Office of the Deputy Chief of Staff (ODCS), G3/5/7, HQ USAREUR. The ODCS, G3/5/7, HQ USAREUR, will incorporate the processes in this regulation for diplomatic clearance, movement credit, personnel-travel clearance (in conjunction with [AE Reg 1-40](#)), War Weapons Control Act (WWCA) permits ([para 23](#)), and other transit ([glossary](#)) processes as an integral part of contingency plans, exercises, operation plans, operation orders, and rehearsal-of-concept drills. The submission timelines used in the associated orders and plans must account for the processing times at servicing movement control elements (MCEs) and host-nation (HN) agencies.

b. ODCS, G4, HQ USAREUR. The ODCS, G4, HQ USAREUR, is the proponent of this regulation and is responsible for ensuring it remains in compliance with all HN regulatory requirements for movement on European public roads. The ODCS, G4, HQ USAREUR, will review—

(1) Existing policy and, if necessary, issue temporary policy and procedures for the safe movement of Army in Europe ([glossary](#)) vehicles throughout the USAREUR area of responsibility (AOR) as required when HN requirements change.

(2) AE Regulation 55-1 quarterly and update the regulation if required.

c. 21st Sustainment Command (21st SC). The 21st SC will—

(1) Administer the functions associated with the safe movement of individual vehicles, buses, convoys, OS vehicles, OW vehicles, and cargo containing HAZMAT, HW, or sensitive items on European public roads.

(2) Through its MCEs, process requests for movement credits ([glossary](#)) (that is, the requests are movement bids ([glossary](#))) and coordinate between the requesting unit and the HN road-movements approval authority. The appropriate civilian HN road-movements approval authority is the only office authorized to provide movement credits.

(a) In Germany, all requests for road movements will be sent through the servicing MCE to the *Bundeswehr* ([glossary](#)) Logistics Center in Wilhelmshaven, Germany.

(b) In Italy, all requests for road movements will be sent through the servicing MCE to the Ministry of Defense in Rome.

(c) Throughout the BENELUX, Baltics, and Balkans, requests will be sent through the servicing MCE to the country's equivalent of a road-movements approval authority.

(3) Process requests for diplomatic clearances and WWCA permits by coordinating among the requesting unit, the servicing MCE, and the Diplomatic Clearance Section, Transportation Integration Branch (TIB), Support Operations (SPO), Headquarters 21st Sustainment Command (21st SC Diplomatic Clearance Section). Requests for diplomatic clearances will be sent to the appropriate defense attaché office (DAO), office of defense cooperation (ODC), or other HN approval authority. The appropriate HN approval authority is the only office authorized to provide diplomatic clearance.

(4) Advise destination MCEs of approved movements into their AOR.

d. Unit Commanders. Unit commanders will—

(1) Ensure all information submitted for movement bids is accurate, complete, and timely. In particular, commanders must ensure movement bids for convoys, OS vehicles, OW vehicles, HAZMAT, HW, sensitive items, and buses are prepared and submitted to the servicing MCE according to the timelines established in this regulation.

(2) Ensure all information submitted for diplomatic-clearance requests for equipment is accurate, complete, and timely. Diplomatic-clearance requests must be coordinated with the servicing MCE according to the timelines established in this regulation ([app C](#)).

(3) Conduct map and ground-route reconnaissance of infrequently used or unfamiliar routes.

(4) Conduct risk assessments, orientation briefings, and safety briefings before vehicles depart.

(5) Ensure all drivers have a valid OF 346 to operate the type of vehicle being driven.

(6) Ensure all drivers of vehicles transporting HAZMAT, HW, or both—

(a) Have a valid *Accord Européen relatif au Transport International des Marchandises Dangereuses par Route (ADR)* (European Agreement Concerning the International Transportation of Hazardous Goods by Road) Certificate of Drivers Training card in their possession as well as another form of photo identification.

(b) Adhere to the regulatory guidance provided in [AE Regulation 55-4](#) and [AE Regulation 55-50, paragraph 8](#).

(7) Promptly report all accidents or en-route delays to the USAREUR Watch (by telephone: mil 314-537-3192/3189/3186 or civ 0049-(0)611-143-537-3192/3189/3186, or by e-mail to both the Watch Officer (usarmy.badenwur.usareur.mbx.g33-ops-watch-nco@mail.mil) and the Watch Noncommissioned Officer (NCO) (usarmy.wiesbaden.usareur.mbx.g33-ops-watch-officer@mail.mil).

(8) Ensure convoy commanders ([glossary](#)) or their representatives provide an approved copy of AE Form 55-1N with the valid movement number ([glossary](#)) to each vehicle commander in the movement.

(9) Ensure vehicles used for towing operations carry a copy of the towing permit in both the HN language for each transited nation and in English. Permits should grant the USAREUR vehicle operator the permission to tow inoperative military equipment on the autobahn or similar high-speed roads and from the autobahn onto a secondary road. Vehicles may not be towed onto the autobahn from a secondary road. The servicing MCE will provide applicable permits.

(10) Ensure AE Form 55-1A is included as part of the driver documentation when moving on European public roads. The company-level commander (or equivalent-level appointed dispatching authority) must sign the form to certify that the vehicle (identified by the vehicle registration number) is self-insured by the U.S. Government.

(11) Monitor and report on the timeliness and discipline of movements (buses, convoys, OS and OW vehicles, and vehicles carrying HAZMAT, HW, or sensitive items) for their unit. The designated monitoring element will be identified by the command before movement is initiated. Movement monitoring elements will send AE Form 55-1M to the servicing MCE within 1 hour after the last vehicle of the movement departs the starting location. Notification is especially critical when a movement departs more than 30 minutes before or after the authorized start time or when a movement is canceled.

(12) Ensure all military movements that will transit HN borders and include personnel, military cargo, or military vehicles are planned and that for the movement, appropriate—

(a) Personnel-travel documents are prepared and personnel-travel clearances (that is, theater, country, and special-area clearances, as applicable) are requested according to the DOD 4500.54-G/M, Department of Defense Foreign Clearance Guide and Manual (DOD FCG/M) and [AE Regulation 1-40](#) to meet country-specific approval requirements for all applicable personnel.

1. A NATO travel order is usually required for travel when transiting HN borders within the USEUCOM AOR.

2. An official passport or HN-issued visa may be required by select HNs when transiting those HN borders within the USEUCOM AOR.

3. A personnel-travel clearance is always required for official travel within the USEUCOM theater (except for travel solely within the HN of assignment). Army in Europe organizations and units will process personnel-travel clearances ([para 16](#)) using the DOD system of record, the Aircraft and Personnel Automated Clearance System (APACS) website, in accordance with the policy and procedures prescribed in [AE Regulation 1-40](#) for all Servicemembers, civilian employees, and DOD contractors, as well as for non-DOD personnel traveling under DOD sponsorship.

(b) Diplomatic clearances are requested according to the procedures in [paragraph 15](#) for all military cargo and vehicles.

(c) And necessary permits have been obtained for transport of war weapons according to the WWCA ([para 23](#)).

SECTION II POLICY

5. GENERAL

USAREUR provides surface traffic-management services for the DOD in USEUCOM-designated regions of the USEUCOM AOR ([a below](#)) and conducts U.S. Army military motor-vehicle operations throughout the USEUCOM AOR according to USEUCOM Manual 4301.01, Army policy, and Army in Europe policy.

a. The current list of specific countries in which USAREUR is responsible for providing traffic-management services includes, but is not limited to, the following countries: Albania, Armenia, Austria, Azerbaijan, Belgium, Bosnia-Herzegovina, Bulgaria, Croatia, Czech Republic, Denmark, Estonia, France, Georgia, Germany, Greece, Hungary, Italy (north of Rome), Kazakhstan, Kosovo, Kyrgyzstan, Latvia, Lithuania, Luxembourg, Republic of Macedonia, Moldova, Montenegro, Netherlands, Norway, Poland, Portugal, Romania, Russia, Serbia, Slovakia, Slovenia, Spain, Sweden, Switzerland, Tajikistan, Turkey, Turkmenistan, Ukraine, United Kingdom, Uzbekistan.

b. If a conflict arises between the policy in this regulation and HN law, HN law takes precedence. The HN may dictate new requirements or change existing rules for the operation of motor vehicles on European public roads without notifying U.S. military authorities. Of particular note and according to HN law throughout Europe,—

(1) DOD vehicles used for towing operations must carry a copy of the towing permit in both English and the language of any HN being transited.

(2) Permits for towing operations will grant military vehicles permission to tow on the *autobahn* (highway) only inoperative military equipment that is already on the *autobahn* and to proceed along that *autobahn* and from that *autobahn* onto a secondary road. Vehicles may not be towed from a secondary road onto an *autobahn*.

c. All 39th Transportation Battalion (Movement Control) (39th Trans Bn (MC)) movement control teams (MCTs) ([glossary](#)) are considered MCEs (including, branch movement control teams (BMCTs), ([glossary](#)) the U.S.-contracted Balkans MCT in Kosovo, and the Black Sea Area Support Team (BSAST) MCT). [Appendix B](#) provides a list of MCE POCs ([table B-1](#)) and their office locations in their servicing areas.

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. In addition to the general European highway restrictions ([a below](#)), HN authorities may add restrictions for the use of their highways during the peak summer holiday period and on HN holidays ([table 1](#)). HN restrictions apply to all military motor-vehicle traffic. Deviations from HN regulations are not authorized without an approved exception to HN policy ([b below](#)).

a. With country-specific exceptions, the following movements are usually not allowed on European public roads from 0000 to 2200 on Sundays and HN holidays (and may be restricted further by local civilian authorities):

(1) Trucks and semi-trailers that exceed 7.5 metric tons (16,500 pounds or more) in gross vehicle weight (GVW) ([glossary](#)), as well as all military trucks with trailers.

(2) Military vehicles and trailers carrying HAZMAT, HW, or both.

(3) Movements of three or more military vehicles traveling together.

b. Certain European countries also have additional movement restrictions on Saturdays and during national vacation periods. These restrictions may, however, be limited to certain routes. Coordinated movement instructions will identify these restrictions when applicable.

c. Units will send any requests for exception to HN policy through their servicing MCE. Requests will be processed according to the following procedures:

(1) The servicing MCE will—

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

	Albania, Baltic States, Bulgaria	Austria	Belgium	Bosnia and Herzegovina, Croatia	Czech Republic	Denmark
Weekend restrictions		Saturday 1500 until Sunday 2200				
Summer travel restrictions¹		vary annually				
January	1	1 and 6	1	1, 7, and 14	1	1
February						
March	3			1		
April	Good Friday ² , Easter ² , and Easter Monday ²	Good Friday ² , Easter ² , and Easter Monday ²	Easter ² and Easter Monday ²		Easter ² and Easter Monday ²	Holy Thursday ² , Good Friday ² , Easter ² , and Easter Monday ²
May	1, 6, and 24	1 and Ascension Day	1 and Ascension Day	1 and 6	1 and 8	Common Prayer Day and Ascension Day
June		Whit Sunday ³ , Whit Monday ³ , and Corpus Christi ³	Whit Sunday ³ and Whit Monday ³	28		5, Whit Sunday ³ , and Whit Monday ³
July			11 and 21	12	5 and 6	
August		15	15	2, 15, and 28		
September	6 and 22			8 and 21	28	
October		26			28	
November	1	1	1 and 11	1, 2, 8, and 25	17	
December	24, 25, and 26	8, 25, and 26	25	25	24, 25, and 26	24 through 27
	France	Germany	Greece	Hungary	Italy	Netherlands
Weekend restrictions	Saturdays & day before holidays (2200-0000). Sundays					
Summer travel restrictions*		vary annually (select routes)			vary annually	
January	1	1 and 6	1 and 6	1	1 and 6	1
February		Carnival ⁴	Clean Monday			
March			25	15		
April	Good Friday ² , Easter ² , and Easter Monday ²	Good Friday ² , Easter ² , and Easter Monday ²	Good Friday ² , Easter ² , Easter Monday ² , and Easter Tuesday ²	Easter ² and Easter Monday ²	² 5, Easter ² , and Easter Monday ²	Good Friday ² , Easter ² , Easter Monday ² , and <i>Koninginnedag</i>
May	1, 8, and Ascension Day	1 and Ascension Day	1	1	1 and Sunday nearest 2 June	5 and Ascension Day
June	Whit Sunday ³ and Whit Monday ³	Whit Sunday ³ , Whit Monday ³ , Corpus Christi ³	Holy Ghost	Whit Sunday ³ and Whit Monday ³		Whit Sunday ³ and Whit Monday ³
July	14					
August	14	15 ⁵	15	20	15	

Table 1 Host-Nation Holidays—Continued						
	France	Germany	Greece	Hungary	Italy	Netherlands
September						
October		3, 31 ⁶	28	23		
November	1 and 11	1		1	Sunday nearest 4 November	
December	25 and 26	25, 26, and 31	25 and 26	25 and 26	8, 25, and 26	25 and 26
	Poland	Republic of Macedonia	Romania, Serbia	Slovakia	Slovenia	
Weekend restrictions						
Summer travel restrictions*						
January	1	1, 6, 7, and 14	1, 2, and 6	1 and 6	1 and 2	
February					8	
March		8				
April	Easter ² and Easter Monday ²	Easter	Easter ² and Easter Monday ²	Good Friday ² and Easter ²	Easter ² and Easter Monday ²	
May	1 and 3	1 and 24	1	1	1 and 2	
June	Corpus Christi ³				25 and Corpus Christi ³	
July				5		
August	15	2	15	29	15	
September		8		1 and 15		
October					31	
November	1 and 11			1	1	
December	25 and 26	25 and 26	1, 25, and 26	24, 25, and 26	25 and 26	

NOTES: 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.
3. In some years, Whit Sunday, Whit Monday, and Corpus Christi may occur in May.
4. In some years, Carnival may occur in March.
5. Only in the German States of Bavaria and Saarland.
6. Only in the German States of Brandenburg, Mecklenburg-Vorpommern, Sachsen, Sachsen-Anhalt, and Thuringen.

(b) Send approvals and disapprovals of ETP requests for movement credits received from HN military traffic-control authorities to the requesting units.

(2) The 21st SC SPO will—

(a) Provide information about restrictions to appropriate MCEs; the Mobility Operations Division, ODCS, G4, HQ USAREUR; and other appropriate joint or other-Service organizations.

(b) Decide if ETP requests for convoys; OS vehicles; OW vehicles; vehicles transporting HAZMAT, HW, or both; vehicles transporting sensitive items; and bus movements (when subject to HN traffic restrictions and if a special determination of military necessity has been made) are valid. The SPO will send requests to the appropriate HN military traffic-control authorities. Only HN authorities may approve ETPs.

(c) Validate ETP requests for single-vehicle movements of high-priority cargo (for example, air lines of communication, mail, subsistence) and movements exceeding HN limits during restricted periods. The 21st SC SPO will forward validated requests to the appropriate HN military traffic-control authorities. Only HN authorities may approve an ETP.

d. Individual vehicles or small groups (of not more than two vehicles per hour leaving from the same start point) may (country dependent) be able to use European public roads during restricted times. The vehicle or two-vehicle group may not be of types or carry cargo restricted by the criteria in [subparagraph a\(1\) and \(2\)](#) above. Groups may not exceed the rate of two vehicles per hour at any point along the route even if vehicles leave from different start points (and 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 (MP) and emergency vehicles or other vehicles supporting high-priority missions as determined by commanders of USAREUR major subordinate commands.

f. The following general exemption or exceptions for the case of an extreme military operational necessity may apply to specific situations:

(1) In Germany, NATO Sending State Forces are exempt from provisions of the Road Traffic Ordinance and no exception approval is required. This exemption does not usually apply to types of vehicles or vehicles carrying cargo as specified in [subparagraph a\(1\) and \(2\)](#) above.

(2) In European nations other than Germany, exceptions may be approved only by the HN police authority for the particular area involved and only for the particular move involved. Commanders who are colonels or higher and key staff officers (for example, the 21st SC Support Operations Officer) are the only personnel authorized to request exceptions through movement-control personnel. HN police authorities are not obligated to approve requests.

(3) In case of a “life or death emergency” operational necessity, units should coordinate with the HN police authority immediately and simultaneously with conducting life-saving measures or movements, and then 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, OS vehicles, OW vehicles, and vehicles that are both OS and OW.

(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 certain types of sensitive items, when transported according to [AE Regulation 55-4](#).

(5) The movement of certain types of HAZMAT (for example, ammunition (except for 1.4S), bulk fuel, radioactive material) when transported according to [AE Regulation 55-4](#). This includes movement of ammunition with a net explosive weight of over 1,000 kg and 6,000 liters or more of Class 3A or Class 3B fuel. In Italy, all military movements, without exception, require an HN escort.

(6) The movement of specific military vehicles or trailers when an HN waiver has not been approved.

(7) Vehicles operating when road restrictions have been imposed by the HN. An ETP to move during restricted timeframes must be approved by HN military traffic-control authorities before the movement bid is officially 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 to the servicing MCE with the movement bid. Convoy commanders may recommend refueling points, but the final decision will be made by the appropriate HN approval authority. 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. SAFE HAVENS

a. Unit commanders will send requests for overnight safe havens along the movement route to the servicing MCE with the movement bid. Commanders may recommend safe-haven locations, but the final decision will be made by the appropriate HN approval authority. Vehicles will not depart before receiving approval of requested safe-haven locations. Units should contact the servicing MCE for submission timelines.

b. The MCE will coordinate with the 21st SC Provost Marshal for safe-haven security.

10. TRANSPORTATION OF CARGO CONTAINING HAZMAT, HW, OR BOTH

Units transporting HAZMAT, HW, or both will comply with all provisions of [AE Regulation 55-4](#), which provides detailed guidance on the movement of these items on European public roads. [AE Regulation 55-4](#) also defines—

a. Specifications of vehicles, trailers, and tankers authorized to move HAZMAT, HW, or both.

b. Preparation and documentation requirements for the movement of HAZMAT, HW, or both.

11. SPEED LIMITS

[Table 2](#) prescribes speed limits for all Army in Europe vehicle movements. Convoy commanders, senior vehicle occupants, and drivers 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, diplomatic clearance, 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.

Table 2 Maximum Speeds for Normal Driving Conditions			
	Cities	Autobahns or highways	Secondary or other roads
	(miles per hour (mph) equivalent to the kilometers per hour (kmh) speed limit)		
Speed Limits for Nontactical Vehicles (NTVs) (mph (kmh))			
NTVs under 7,000 pounds GVW (for example, cargo trucks, carryalls, minivans, panel trucks, sedans)	31 (50)	74 (120)	60 (100)
NTV Exceptions (mph (kmh))			
Buses or NTVs with 12 or more passengers seated	31 (50)	50 (80)	50 (80)
Buses 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)
Speed Limits for Tactical Vehicles (mph (kmh))			
March columns (excluding vehicles that may further restrict speed)	31 (50)	50 (80)	50 (80)
OS, OW, 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 (glossary), 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)
NOTES:			
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 HAZMAT, HW, or both, 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. Unit commanders will—

(1) Send movement-credit requests to their servicing MCEs on AE Form 55-1N. Request-processing time will vary depending on the country in which the unit is located. The servicing MCE will provide guidance.

(2) Ensure the weights and dimensions on AE Form 55-1N are accurate. Weights and dimensions must be in metric units. Units should place particular emphasis on identifying vehicle types by the specific model numbers (for example, M1, M1A1, M2A1, M2A2).

b. The MCE will receive movement credits and numbers (movement orders) and distribute those credits and numbers only after conducting all appropriate coordination with and receiving approval from HN authorities. HN-approved clearances and routings are binding and considered an order of the CG, USAREUR. Unit commanders who need to request a change to an approved clearance or an ETP will send the request through the servicing MCE to the 21st SC SPO.

c. Drivers of military vehicles that will cross international borders must carry AE Form 55-1N and all of the following (when applicable):

(1) A DOD common-access card (CAC) (or military ID card) and, when required, a passport.

(2) NATO travel orders for military drivers and temporary-duty (TDY) travel orders for local-national (LN) drivers when transiting HN borders.

(3) OF 346 (operator's license).

(4) If transporting HAZMAT, HW, or both, an *ADR* Certificate of Drivers Training card as well as another form of photo identification to be provided with the *ADR* certificate on request, and an *ADR* Certificate of Approval for Vehicles to Carry Certain Dangerous Goods (AE Form 55-4A).

(5) A list of emergency telephone numbers (including telephone numbers for the appropriate HN law-enforcement agency).

(6) AE Form 55-1A.

(a) As part of their basic documentation (that is, also applies to movements within the HN of assignment), all military vehicles must have a proof of insurance. AE Form 55-1A, which provides contact information for the appropriate Army claims office, usually serves as proof of insurance for military vehicles.

(b) When using AE Form 55-1A, the company-level commander (or equivalent-level appointed dispatching authority) must have signed the form to certify that the vehicle (identified by its vehicle registration number) is self-insured by the U.S. Government.

- (7) March-credit approval from the origin HN.
- (8) Diplomatic clearance ([para 15](#) and [app C](#)).
- (9) NATO Form 302 for the duty-free movement of cargo across international borders.

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.

Table 3 Convoys Requiring Movement Credits			
Country	Peacetime¹	Country	Peacetime¹
Albania	6	Hungary	6
Austria	7	Italy	5
Baltic States	6	Kosovo	15
Belgium	20	Luxembourg	20
Bosnia	7	Netherlands	10
Bulgaria	6 ²	Poland	5
Croatia	7	Republic of Macedonia	6
Czech Republic	10	Romania	6
Denmark	31	Serbia	X ³
France	10	Slovakia	10
Germany	11	Slovenia	10
Greece	10		

NOTES:

1. Wartime convoy rules are no longer predetermined. Appropriate authorities may modify peacetime rules should a conflict occur.
2. Can be waived, if required.
3. The servicing MCE must be contacted for the current status.

b. Movement Credits. HN military traffic-control authorities will provide approval for movement (that is, 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.

(3) For movement credit requests not submitted by the HN-established timelines applicable to each country transited ([para 15g](#) and [app C](#)), requesters must send a letter of lateness (usually in memorandum format) signed by a commander or staff principal in the grade of lieutenant colonel or above (or civilian equivalent) with the request.

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 are general guidelines for the convoy commander, which may need to be modified to meet specific HN requirements:

(1) A march unit normally will not exceed 25 vehicles.

(2) For control purposes, a march serial will be limited to five march units.

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

(4) The interval between vehicles in an open-column march unit must be at least 100 meters (110 yards) or 6 seconds on highways, and 50 meters (60 yards) or 4 seconds 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.

(5) The interval may be reduced to 25 meters (30 yards) or 2 seconds, 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 that the gap between vehicles be 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 requests for 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 normal traffic lanes and well 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 SC 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, each OS-vehicle, and each 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 doors 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. Be marked on the vehicles using a color of chalk that clearly contrasts with the color of the surface on which they are marked and be at least 2 inches high in size.

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) A movement number usually comprises the following information and format, but HNs may change the format of the movement number without notice depending on the situation and mission:

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) All vehicles moving in a column must have low-beam headlights turned on at all times.

(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.

(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, non-glare 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, non-glare 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. OS- and OW-Vehicle Escorts.

(1) A U.S. military escort is required for OS and OW vehicles (except for cases in (4) below). The escort will consist of two vehicles (except for cases in (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 from the HN and must be followed.

(a) The escort will be positioned to warn the drivers of oncoming and overtaking vehicles and allow them to adjust their speed when appropriate. Escort-vehicle drivers will use the RAWLs when escorting vehicles.

(b) Unit commanders may use any military vehicle as an LEV.

(c) 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. TEVs may not exceed the OS and OW vehicle dimensions listed in table 4. The TEV will not transport troops, HAZMAT or HW. The TEV may tow a trailer if the trailer is adequately lighted and the RAWL is clearly visible from the rear. Each march unit must have its own TEV because the distances separating march units often expand during the course of convoy operations.

Table 4

Oversize and Overweight Vehicles

NOTE: This table provides the maximum dimensions and weight of “normal” vehicles (that is, those not considered OS or OW). The weight restriction listed for OW vehicles is a total weight differentiated by vehicle type and the number of axles on the vehicle or trailer. OW vehicles must also meet HN regulatory axle-weight restrictions. NATO publication AMovP-1 (A) (app A) provides more details.

Country	OS Vehicles				OW Vehicles or Trailers	
	Vehicle Types	Width	Height	Length	# Axles	Weight
Albania, Austria, Baltic States	(note 1)					
Belgium	Single vehicle	2.5 meters	4 meters	12 meters	1 or 2 axles	16 metric tons
					3+ axles	22 metric tons
	Truck and trailer	2.5 meters	4 meters	20meters	Any # axles	44 metric tons
	Tractor and semitrailer	2.5 meters	4 meters	15.5 meters	Any # axles	44 metric tons
Bosnia and Herzegovina	(note 1)					
Bulgaria, Croatia, Czech Republic, Romania, Serbia	(note 1)					
Denmark	Single vehicle, 2 axles	2.55 meters	4 meters	10 meters	1 or 2 axles	18 metric tons
	Single vehicle, 3+ axles	2.55 meters	4 meters	12 meters	3+ axles	24 metric tons
	Truck and trailer	2.55 meters	4 meters	18 meters	Any # axles	44 metric tons
	Tractor and semitrailer	2.55 meters	4 meters	14 meters	Any # axles	32 metric tons
France	Single vehicle	2.5 meters	4 meters	11 meters	1 or 2 axles	13 metric tons
					3+ axles	26 metric tons
	Truck and trailer	2.5 meters	4 meters	18.35 meters	Any # axles	38 metric tons
	Tractor and semitrailer	2.5 meters	4 meters	16.5 meters	Any # axles	38 metric tons
Republic of Macedonia	(note 1)					
Germany	Single vehicle	2.55 meters	4 meters	12 meters	1 or 2 axles ²	10 metric tons
					2+ axles	25 metric tons
					3+ axles	32 metric tons ³
	Truck and trailer	2.55 meters	4 meters	18.75 meters	4+ axles	40 metric tons
	Tractor and semitrailer	2.55 meters	4 meters	15.5 meters	4+ axles	40 metric tons
Greece, Hungary, Kosovo, Poland	(note 1)					
Italy	Single vehicle	2.55 meters	4 meters	12 meters	(note 4)	
	Truck and trailer	2.55 meters	4 meters	18.75 meters		
	Tractor and semitrailer	2.55 meters	4 meters	16.5 meters		
Netherlands	Single vehicle	2.5 meters	4 meters	12 meters	1 or 2 axles	16 metric tons
					3+ axles	22 metric tons
	Truck and trailer	2.5 meters	4 meters	18 meters	Any # axles	50 metric tons
	Tractor and semitrailer	2.5 meters	4 meters	15.5 meters	Any # axles	50 metric tons
Serbia, Slovakia, Slovenia	(note 1)					

- NOTES:** 1. Units should contact the servicing MCE when traveling from, in, or through this country.
 2. The axle weight restriction is 10t per single axle and 11.5t for live single axles.
 3. For vehicles with two double-axles with a distance of at least 4m between the double-axles.
 4. There are 13 different weight categories in Italy. For details, units should contact the appropriate MCE in Italy.

(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 movements in maneuver coordination and field exercise areas.

(3) OS vehicles that are only overheight vehicles (that is, not overwide or too long) still require a movement credit, but may be authorized to move without a U.S. military escort.

(4) When HN escorts have been coordinated and a convoy or an 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 and notify them of the delay and the expected arrival time.

14. PROCEDURES FOR REQUESTING MOVEMENT CREDITS

a. Routine Requests. Unit commanders will send movement-credit requests for convoys, OS vehicles, OW vehicles, and specific vehicles transporting HAZMAT, HW, or both on AE Form 55-1N to the servicing MCE according to timelines established by the servicing MCE. Table 5 provides the minimum number of workdays the servicing MCE will usually require to process movement credits for movements in Germany and Italy (specific MCEs may publish longer minimum processing periods). Submission timelines to request movement credits (submit movement bids) in all other countries will vary and, particularly in the Balkan and Baltic countries, may be longer. Requesting units should contact their servicing MCE early in the planning process for guidance.

Table 5	
Default Planning Timelines for Requesting Movement Credits	
Support Type	Workdays
Normal military vehicles (for example, 5-ton cargo, HMMWV)	10
Major exercises	18
OS, OW, or OS and OW vehicles (for example, PLS with trailer)	12
Tracked vehicles requiring HET movement	21
Requests for individual recurring movements	3 (7 in Italy ¹)
NOTES: 1. All movements in Italy require an HN escort. 2. The glossary lists abbreviations used in this table.	

b. ETP Requests. Commanders with a requirement to move during restricted travel periods (for example, because of an emergency, operational necessity, or deployment) will send an ETP request to their servicing MCE. Requests are valid only when authenticated by a lieutenant colonel for battalion-size and smaller units or by a colonel for units larger than battalion level.

(1) The MCE will forward the request through its headquarters to the 21st SC SPO for action. The 21st SC 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 ETP. 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.

NOTE: ETPs, regardless of the reason, will not be processed on Fridays after 1200 or on HN holidays.

(2) 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 the largest wheeled vehicle that will move. The largest vehicle (OS or OW) will be identified by type, size, and weight.

(f) Number of tracked vehicles and the 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.

(3) The 21st SC 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.

c. Emergency Requests. Unit commanders will send requests for emergency movements through the MCE that services the area where the emergency occurred ([table B-1](#)). After normal duty hours, commanders will contact the Watch Officer, Combined Operations and Intelligence Center, HQ 21st SC, at military 314-484-7500 (civ 0049-(0)631-413-7500) or military 314-523-0500 (civ 0049-(0)611-143-523-0500).

(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 without an 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 SC 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 request a recurring clearance. After a recurring clearance is granted, a telephone call will activate a move 48 hours before execution (7 workdays in Italy).

(1) Generally, 15 or more moves per year are required to qualify for a recurring clearance. Examples of such recurring moves include materials-handling equipment moving from motor pools to offpost staging areas or railheads, or tracked vehicles moving to local training areas.

(2) Unit commanders should review their routine requirements and send requests for potential recurring moves to the servicing MCE for review.

15. DIPLOMATIC CLEARANCES

Freedom of movement is critical to the operational effectiveness and success of Army missions. The diplomatic-clearance-approval process can be a challenge to ensuring freedom of movement. Each HN reserves the right to grant or deny permission to move cargo and vehicles across its sovereign boundaries. For surface-transportation movements, this permission is called a diplomatic clearance.

a. General. Army in Europe units must request and receive a diplomatic clearance for each country that a unit's movement mission will transit. Diplomatic clearances will be granted only for—

(1) Specific missions. This includes all modes of surface transportation (for example, movements by buses, commercial trucks, military vehicles, OS vehicles, OW vehicles; by rail; or of sensitive items).

(2) Specific identified items or numbers of personnel (for example, advance party of 16 Soldiers, general cargo, HAZMAT, HW, sensitive items). Unlike personnel-travel clearance requests, diplomatic-clearance requests usually ([para b below](#)) do not require by-name lists nor association of specific names to specific vehicles.

(3) Specific time periods.

(4) Designated border-crossing points for entry and exit. The country to be transited will dictate the specific border-crossing points.

(5) Prescribed routes of movement. The country to be transited will dictate the specific route.

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 diplomatic clearance has been approved.

c. Diplomatic-Clearance Requirements. The 21st SC Diplomatic Clearance Section 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 a clearance request. The 21st SC Diplomatic Clearance Section, as the executive agent for USAREUR on behalf of USEUCOM, processes diplomatic-clearance requests with the individual countries that will be transited.

NOTE: March credits, diplomatic clearances, and personnel-travel clearances are three separate and distinct processes with separate and distinct timelines. When transiting across HN borders, the diplomatic clearance constitutes a march credit for the country being entered. However, movement to the border-crossing point requires a march credit from the origin HN. For example, a unit moving from Vilseck to Poland will submit a march-credit request (AE Form 55-1N) to the servicing MCE for movement from Vilseck to the Polish border, a diplomatic-clearance request (diplomatic-clearance request form) to the 21st SC Diplomatic Clearance Section for movement into and within Poland, and a personnel-travel-clearance request through the APACS ([para 16](#)) for the personnel to transit the theater and to enter Poland.

d. Diplomatic Clearance Requests. Two types of diplomatic-clearance requests exist: single country and multi-country.

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

(2) Multi-country requests facilitate the processing of movements transiting more than one country. Requests will provide details of the movement, including the timeline and the route, to every affected country.

(3) Because formats for request forms vary from country to country, the 21st SC maintains the current Army in Europe standard diplomatic-clearance request forms for each nation in SharePoint. The MCEs can access that SharePoint folder and will help the requesting unit prepare the appropriate form.

e. Requesting Diplomatic Clearance.

(1) Units and organizations that require a diplomatic clearance will—

(a) Contact the servicing MCE to determine what information is required to obtain the clearance.

1. The servicing MCE will determine the exact format required for a particular diplomatic-clearance request based on the requirements and diplomatic-clearance processing timelines ([table C-1](#)) of the country or countries being transited.

2. Units must contact the servicing MCE at least 7 workdays before the start of the processing timeline applicable to the specific country or countries involved ([table C-1](#)).

NOTE: When a movement transits more than one country, units should use the most restrictive time requirement as the critical timeline to ensure they submit diplomatic-clearance requests on time.

(b) Annotate in the diplomatic-clearance request if the movement will require additional HN support (for example, escorts, safe havens, both).

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

(2) MCEs will—

(a) Ensure unit diplomatic-clearance requests have all required information and are submitted in accordance with the processing timelines established by each applicable country ([table C-1](#)).

(b) Forward diplomatic clearance requests to the 21st SC Diplomatic Clearance Section.

(c) Notify the 21st SC Diplomatic Clearance Section of any changes in submitted requests.

(3) The 21st SC Diplomatic Clearance Section will—

(a) Review requests for correctness and forward them according to HN processing timelines ([table C-1](#)) to the appropriate agency. Requests will be sent to the U.S. Embassy (as appropriate, the U.S. DAO or the U.S. ODC) or directly to the appropriate HN movement-control organization.

NOTE: HNs may have their own specific diplomatic-clearance-request form.

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

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

(4) The Provost Marshal Office, HQ 21st SC, will receive and coordinate requests for movements of cargo containing 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 SC.

f. Movement of HAZMAT, HW, or Both. When HAZMAT, HW, or both are being transported, the following information must be provided when submitting diplomatic-clearance requests (for movements in or through Germany, in conjunction with or subsequent to requesting a movement credit):

(1) United Nations number (UN #).

(2) Proper shipping name (PSN).

(3) Hazard classification number.

(4) Item number within the hazard class.

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

g. Timelines.

(1) Every HN has a specified timeline for receiving diplomatic-clearance requests. Some HNs will accept late requests, and some will not. Late requests for diplomatic clearances may result in the rejection of the movement or in the movement being delayed at the border until the HN 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, HNs 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 the planning timelines for requesting and obtaining diplomatic clearances.

16. PERSONNEL-TRAVEL CLEARANCES (FOR OFFICIAL TRAVEL)

Requesting the movement of vehicles that will transit HN borders also requires organizations and units to request personnel-travel clearances before the movement takes place for all military, civilian, and contractor personnel as well as non-DOD personnel traveling under DOD sponsorship who are accompanying the vehicles.

a. The DOD FCG/M ([app A](#) provides weblinks) provides country-specific information about entry-document and identification requirements (that is, a military ID card (usually the DOD CAC), NATO travel orders, passport, visa, and other requirements) for both official and unofficial travel (on the country-specific webpage; Section 1, Identification Requirements for Official Travel, provides information applicable to official-business surface movements). Requirements will differ from one nation to another. However, movements for official business that transit the countries listed in [table C-1](#) usually require the following:

(1) A military ID card and NATO travel orders to transit NATO countries. Sample NATO travel orders are available from the DOD FCG/M at <https://www.fcg.pentagon.mil/static/natoform.pdf>. When personnel are traveling as a group, the names can be listed on an attachment to the NATO travel order (for example, one travel order per bus, convoy, rail movement, other vehicle). Some countries may have specific requirements for NATO travel orders (for example, Turkey requires a specific color stamp).

(2) A passport (usually, an official (Government, not tourist) passport) and a visa (when applicable) to transit non-NATO countries. As stated in the DOD FCG/M, some non-NATO countries may also allow for specific exceptions to their usual passport requirement (for example, Kosovo allows military Servicemembers, but not civilians or contractors, to transit Kosovo with only a military ID card and NATO travel orders).

b. In addition to the above identification requirements, all DOD military, civilian, and contractor personnel as well as non-DOD personnel traveling on DOD sponsorship, who are traveling on official business into or within the USEUCOM AOR must obtain personnel-travel-clearance approval (theater, country, and special-area clearances, as applicable) through APACS. APACS is the web-based tool DOD requires U.S. Forces to use to create requests for, submit requests for, coordinate, and document approvals of aircraft and personnel-travel clearances according to DOD FCG/M requirements.

(1) Army in Europe personnel will use APACS according to the guidance in [AE Regulation 1-40](#) and as specifically supplemented or clarified for military surface movements ([\(2\) thru \(5\) below](#)).

(2) In general, travel to any country in the USEUCOM AOR requires theater (that is, USEUCOM- or USAREUR-approved) clearance. Surface movements that remain within the country of assignment do not require the theater clearance. Combatant commanders may delegate theater-clearance-granting authority to component commands or other designated authorities. Within the Army in Europe, USEUCOM theater-clearance-granting authority was delegated through the USAREUR CG to the USAREUR G3/5/7 and is currently retained at HQ USAREUR level and managed by the Personnel-Travel Clearance Section, G3/3 Operations Division, ODCS, G3/5/7, HQ USAREUR.

(3) Country clearances for official travel to a foreign country are granted by the HN government through a U.S. embassy. The chief of mission at the applicable U.S. embassy may have this authority and delegate that country-clearance-granting authority to the U.S. DAO, the U.S. ODC, or another DOD entity in the HN. The process is country specific. A requester may be able to assume a clearance is granted without waiting for a confirmation for a specific country, be required to confirm the clearance was granted in APACS before departure for another specific country, or not be required to request clearance at all if visiting only U.S. military facilities for another specific country. The DOD FCG/M provides country-specific information. When granted, the country-clearance approval is annotated in APACS.

(4) Travel to select countries may require additional special-area (that is, DOD-approved) clearance or contingency-operations-area-visit approval (USEUCOM- or USAREUR-approved). [AE Regulation 1-40](#) provides more information about applicable policy and procedures.

(5) A personnel-travel-clearance request requires by-name personnel information.

(a) For the Army in Europe, USAREUR prefers that, if possible, the highest-level participating agency or planner consolidate information and serve as the APACS requester (that is, in preferred sequence, the exercise or event planner, the organization or unit headquarters supervising all sub-elements of a unit movement, and, lastly, the individual units, sections, or individual personnel).

(b) Surface movements (particularly for exercises) may involve large numbers of personnel that can change before or during execution. Small variances (no more than 5 to 10 percent) in group personnel listings usually do not (for most countries) require the APACS to be modified and kept current.

c. Army personnel with questions about the APACS can contact the Personnel-Travel Clearance Section, G3/3 Operations Division, ODCS, G3/5/7, HQ USAREUR, by telephone (mil 314-537-3191 or civ 0049-(0)611-143-537-3191) or by NIPRNET e-mail at *usarmy.badenwur.usareur.mbx.usareur-g3-per-travel-clearance@mail.mil*. To request the current SIPRNET e-mail, address, requesters should call or send NIPRNET e-mail. For information about specific requests, requesters should have the specific APACS ID number available.

SECTION IV SAFETY, ACCIDENT PREVENTION, AND ACCIDENT REPORTING

17. 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](#).

18. ACTIONS IN CASE OF AN ACCIDENT

a. Drivers involved in accidents will—

(1) 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.

(2) Warn other motorists of any existing highway hazard by using warning lights, signs, and other proper means of warning ([para 19j](#)).

(3) Notify MPs 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; spill of HAZMAT, HW, or both; or another hazard to public traffic.

(4) 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.

(5) Not express any oral or written opinions to claimants or agents concerning liability, investigation findings, or the possibility of a claim approval (this also applies to other passengers or other witnesses).

b. As rapidly as possible without delaying required immediate actions, organizations will inform the USAREUR Watch by telephone (mil 314-537-3192/ 3189/3186 or civ 0049-(0)611-143-537-3192/3189/3186), by NIPRNET e-mail to both the Watch NCO (*usarmy.badenwur.usareur.mbx.g33-ops-watch-nco@mail.mil*) and the Watch Officer *usarmy.wiesbaden.usareur.mbx.g33-ops-watch-officer@mail.mil*, or by SIPRNET e-mail to both the Watch NCO (*usarmy.badenwur.usareur.mbx.g33-ops-watch-nco@mail.smil.mil*) and the Watch Officer (*usarmy.wiesbaden.usareur.mbx.g33-ops-watch-officer@mail.smil.mil*) of the following types of accidents or incidents involving their unit's personnel or equipment:

(1) Injury or death of any personnel supporting the mission.

(2) Major damage to or loss of U.S. equipment.

(3) Incidents that have resulted or may result in media attention.

c. Drivers, vehicle crewmembers, and vehicle commanders will investigate the accident or incident and immediately complete a Standard Form (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 responsible person will deliver the completed SF 91 as soon as possible to the motor-transport officer.

NOTE: Drivers, vehicle crewmembers, vehicle commanders, and unit commanders (who have not received appropriate authorization) will not make official accident-investigation reports available to a claimant or any individual or representative of any non-U.S. Army organization, including HN police.

d. All Army in Europe units will complete an AE Form 55-50B when accidents occur while transporting HAZMAT, HW, or both. The responsible unit will send the completed AE Form 55-50B to the dangerous goods advisor at the servicing United States Army garrison. [AE Regulation 55-50](#) provides more information about transporting and reporting accidents involving dangerous goods ([glossary](#)).

e. Unit commanders will prepare safety reports according to [AE Regulation 385-10](#) to identify and correct safety risks. 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 the U.S. Government or serve to obligate the U.S. Government.

NOTE: Drivers, vehicle crewmembers, vehicle commanders, and unit commanders (who have not received appropriate authorization) will not make official accident-investigation or safety reports available to a claimant or any individual or representative of any non-U.S. Army organization, including HN police.

f. 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).

19. SAFETY MEASURES

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

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

c. Seatbelts 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 European public roads 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. 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 in a way that prevents movement from front to rear, from side to side, and up and down.

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

(1) Drive in a manner that does not endanger life or property and comply with speed restrictions and other traffic regulations. Drivers will also 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 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 devices should be fully opened before leaving the vehicle and carried as personal warning devices 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 European public roads:

(a) No more than one vehicle will be towed behind a motor vehicle on public roads. 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, HAZMAT, or HW to tow other vehicles.

(b) Only a wrecker truck or vehicle with a standard tow bar (glossary) will be used for towing. Throughout the USAREUR AOR, DOD personnel are not authorized to use tow chains to tow disabled vehicles.

(c) Usually, recovery personnel should tow vehicles only during daylight hours. 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 clearly warn 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 take 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 high-speed highways. When a breakdown occurs on the autobahn or another high-speed 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 (for example, winding roads through villages, congested city roads) or critical construction sites can be avoided. Vehicles should not be towed onto the autobahn or other high-speed highways.

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 exit off the roadway and into authorized parking areas or other safe locations if at all possible. In case of an emergency halt (that must occur on the side of a roadway), the driver must maneuver the vehicle completely off the roadway so that no part of the vehicle extends into the roadway.

20. 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

21. SECURITY REQUIREMENTS

a. DOD Regulation 4500.9-R (Defense Transportation Regulations (DTR)), AR 190-11, and [AE Regulation 55-4](#) prescribe requirements for armed guards and the physical security of AA&E.

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. 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.

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

(1) Vehicles actively employed in tactical exercises.

(2) Dispatched emergency vehicles (for example, military or security police vehicles), courtesy patrols, and installation-interior guard vehicles when the vehicles are in use and left unoccupied for brief periods during an event when response time is a critical factor in successful mission performance.

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.

SECTION VI ADDITIONAL TRANSIT CONSIDERATIONS

22. 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. 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 for 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 the U.S. Forces to notify the German Federal Ministry of Defense of transits of the German States of Berlin, Brandenburg, Mecklenburg-Vorpommern, Sachsen, Sachsen-Anhalt, and Thüringen. 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).

c. Units and organizations tasked or directed to conduct official military activities involving transit of the German States in [subparagraph b](#) above will initiate a transportation-movement request and provide it to their servicing MCE at least 10 workdays ((3) below) before the movement begins. No official response or approval paperwork will be provided by the servicing MCE to the moving unit unless there is an issue.

(1) The servicing MCE will coordinate the movement and provide required information to the 21st SC Diplomatic Clearance Section, which will review the request for completeness and accuracy.

(2) The 21st SC Diplomatic Clearance Section will send the movement information to the USAREUR Liaison Officer to Berlin for information purposes only.

(3) If the movement transits any of the German States in [subparagraph b](#) above and continues to transit other national borders, submission timelines will vary depending on the diplomatic-clearance timeline ([para 15](#) and [table C-1](#)) required for the HNs being transited.

23. WAR WEAPONS CONTROL ACT

The European Union (EU) publishes European directives (EDs), and specifically EDs for the control of war weapons, which provide guidance to member countries and direct them to implement terms of the EDs through their own member-country legislation. Member-country legislation may therefore differ from nation to nation and may even be more stringent than the EU standard.

a. The WWCA or *Kriegswaffenkontrollgesetz (KrWaffKontrG)* is the German law that implements the applicable EDs and also has a similar intent as the U.S. International Trafficking in Arms Regulations (ITARs) statute.

b. The applicable EDs, the WWCA, and other HN statutes list the military equipment and technology, material, and chemicals that are restricted and controlled in EU member countries. The *Kriegswaffenliste (KWL)* (War Weapons List) (available at <http://germanlawarchive.iuscomp.org/?p=743>) is an annex of the *KrWaffKontrG* that provides a (German-version of the) list of the regulated war weapons. The *KWL* is based on the EU Common Military List (available at http://eur-lex.europa.eu/legal-content/EN/TXT/?uri=uriserv:OJ.L_.2017.311.01.0001.01.ENG&toc=OJ:L:2017:311:TOC).

c. When war weapons are moved between, for, or to Army in Europe units, units will use the following procedures:

(1) Movement of War Weapons Within Germany. No special clearance or unique movement-request submission timeline is required to move war weapons within Germany. War-weapons cargo will be identified like any other cargo by the appropriate model name (for example, M1A2 SEP, UAH-1151, M-249 Machine Gun).

(2) Movement of War Weapons Between Germany and Other European Countries Without Transiting Austria.

(a) Units will send movement requests for movements that contain war weapons to their servicing MCE according to the longest diplomatic-clearance timeline listed in [table C-1](#). War weapons need not be specifically identified as such. War-weapons cargo will be identified like any other cargo by the appropriate model name (for example, M1A2 SEP, UAH-1151, M-249 Machine Gun).

(b) War weapons moving on commercial trucks will usually be escorted by military escorts. When war weapons move with military escorts, WWCA permits are not required.

(c) If WWCA permits are required, the 21st SC or the appropriate commercial carrier (as directed in contracts by the 21st SC) will be responsible for obtaining the permit.

(3) Movement of War Weapons with Transit Through Austria. Movements of war weapons that transit Austria require specific Austrian Ministry of Defense approval, which is documented by a *Bescheid* (official notification). Units will send movement requests for movements that contain war weapons to their servicing MCE according to the longest diplomatic-clearance timeline listed in [table C-1](#) (with special attention paid to Austrian timeline requirements).

(a) War weapons need not be specifically identified as such. War-weapons cargo will be identified like any other cargo by the appropriate model name (for example, M1A2 SEP, UAH-1151, M-249 Machine Gun).

(b) When common-user logistics-transportation assets or unit military trucks are used, Austria requires 8 workdays to process the *Bescheid*.

(c) When commercial trucks are used, Austria requires 6 weeks to 6 months to process a *Bescheid*. The length of time to process the request varies primarily based on the escort status. If a military unit escorts the commercial trucks, the processing time is reduced. If a military unit does not escort the commercial trucks, the processing time is greatly increased.

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 (A) (AMovP-1(A)), Road Movements and Movement Control

AMovP-2 (B), Procedures for Surface Movements Across National Frontiers

AMovP-3 (A), Movement and Transport Documents and Glossary of Terms and Definitions

AMovP-4, Technical Aspects of the Transport of Military Materials by Railroad

DOD Directive 4500.54E, DOD Foreign Clearance Program

DOD Regulation 4500.9 (DTR 4500.9-R), Defense Transportation Regulations (available at <https://www.ustranscom.mil/dtr/index.cfm/>)

DOD 4500.54-G/M, Department of Defense Foreign Clearance Guide and Manual (DOD FCG/M)
(specifically, the Foreign Clearance Guide, Europe (volume))

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

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, Training Program for Wheeled Vehicle Accident Avoidance

Army Techniques Publication 4-11, Army Motor Transport Operations

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

ECM 4504.01, Transportation Management within the USEUCOM Area of Responsibility

[AE Regulation 1-40](#), Hosting Official Visitors

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

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

[AE Regulation 55-50](#), Command Dangerous Goods Program

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

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

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

DOD Common Access Card (CAC) and Geneva Conventions Identification Card (military ID card)

DA Form 2028, Recommended Changes to Publications and Blank Forms

[AE Form 55-1A](#), Certificate of Liability of Public Authorities (English/German/French/Italian)
(*Bescheinigung über die Staatshaftung/Attestation de Responsabilité d'Autorités Publiques/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 (English/German/Italian) (*Zulassungsbescheinigung für Fahrzeuge zur Beförderung bestimmter gefährlicher Güter/Certificato di Approvazione per I Veicoli Che Trasportano Alcune Merci Pericolose*)

[AE Form 55-50B](#), Accident/Incident Report on Occurrences During the Carriage of Dangerous Goods/Hazardous Waste

SECTION III RESOURCES

DOD Aircraft and Personnel Automated Clearance System (APACS) available at: <https://apacs.dtic.mil/> [NIPRNET] and <https://apacs.dtic.smil.mil/apacs/> [SIPRNET]

DOD FCG/M available at <https://www.fcg.pentagon.mil> [NIPRNET] and <http://www.fcg.pentagon.smil.mil/> [SIPRNET]

APPENDIX B MOVEMENT CONTROL ELEMENTS POINTS OF CONTACT

Table B-1 provides contact information for Army movement control elements (MCEs) in the USAREUR area of responsibility. Abbreviations used in this table are defined in the [glossary](#).

Organization	Location	Military Telephone Number	Civilian Telephone Number
Diplomatic Clearance Section, TIB, SPO, HQ 21st SC	Kaiserslautern, Germany	483-7731	0049-(0)631-413-7731
TIB, SPO, HQ 21st SC	Kaiserslautern, Germany	484-7165	0049-(0)631-411-7165
39th Trans Bn (MC)	Kaiserslautern, Germany	483-6330	0049-(0)631-411-6330
99th MCT	Aviano, Italy	632-7781	0039-0434-30-7781
BMCT Baumholder	Baumholder, Germany	485-6975/8543	0049-(0)6783-6-6975
BMCT Chièvres	Chièvres, Belgium	361-5307/5308	0032-(0)6827-5307
BMCT Germersheim	Germersheim, Germany	378-3726/3728	0049-(0)7274-58-3728
BMCT Grafenwöhr	Grafenwöhr, Germany	475-7022/7628	0049-(0)9641-83-7022
BMCT Hohenfels	Hohenfels, Germany	466-4788/2522	0049-(0)9472-83-4788
BMCT Kaiserslautern	Kaiserslautern, Germany	483-2111/2105	0049-(0)631-3406-2111
BMCT Katterbach	Katterbach, Germany	467-2698	0049-(0)9802-83-2698
BMCT Livorno	Livorno, Italy	633-7543	0039-050-54-7543
PMCT Ramstein	Ramstein, Germany	480-8109/8192	0049-(0)6371-47-8109
PMCT Rotterdam	Rotterdam, Netherlands	none	0031-10-453-9864
BMCT Schinnen	Schinnen, Netherlands	360-7498/7480	0031-46-443-7498
BMCT Stuttgart	Stuttgart, Germany	431-3391	0049-(0)7031-15-3391
BMCT Vicenza	Vicenza, Italy	637-7801	0039-0444-61-7801
BMCT Vilseck	Vilseck, Germany	476-2960/2298	0049-(0)9662-83-2960
BMCT Wiesbaden	Wiesbaden, Germany	523-1936/1935	0049-(0)6134-604-936
Movement Control South (Italy)	Vicenza, Italy	634-7375/8786	0039-0444-71-7375
MCT Aviano	Aviano, Italy	632-7781	0039-0434-30-7781
MCT Livorno	Livorno, Italy	633-7543/7774	0039-050-54-7543
MCT Vicenza	Vicenza, Italy	637-7801/7802	0039-0444-61-7801
Balkans MCT (KFOR contractor workforce)	Camp Able Sentry, Kosovo	781-3237	00386-43-774-3237
BSAST MCT	MK Air Base, Romania	771-2275	0040-731-335-051

**APPENDIX C
DIPLOMATIC-CLEARANCE TIMELINES**

C-1. HOST-NATION DIPLOMATIC-CLEARANCE PROCESSING TIME

Table C-1 provides a general guide for the number of days host nations (HNs) require to process diplomatic-clearance requests based on 2016 guidance from the DOD 4500.54-G/M, DOD Foreign Clearance Guide and Manual. DOD 4500.54-G/M provides the most current processing times.

C-2. CALCULATING UNIT SUBMISSION SUSPENSE DATES

a. To calculate the suspense date for sending a clearance request to the Diplomatic Clearance Section, Transportation Integration Branch (TIB), HQ 21st Sustainment Command (21st SC Diplomatic Clearance Section) by backward planning, units should add at least 7 workdays to HN timelines to allow the 21st SC Diplomatic Clearance Section enough time to review requests for completeness and validity.

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

(a) Table C-1 provides only planning guidance, and this guidance was current only as of the date of this publication. HNs may change their submission timelines at any time. The servicing movement control element (MCE) can also provide guidance if the submission timelines have changed since publication of this regulation.

(b) The timeline for obtaining diplomatic clearance to move arms, ammunition, and explosives (AA&E) may be longer than the timelines shown in table C-1. The length of time required to obtain diplomatic clearance for AA&E will vary greatly depending on the types and amounts 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 tractor-trailer combination in the countries listed in table C-1 will require an OS-vehicle diplomatic clearance.

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

Table C-1 Diplomatic-Clearance Timelines		
Country	Category	Required HN Processing Time
Albania	Bus with weapons	15 workdays
	Bus without weapons	15 workdays
	Commercial truck with general cargo	15 workdays
	Military truck with general cargo	15 workdays
	Convoys, HAZMAT/SI cargo, OS/OW vehicles	15 workdays
	Rail	30 workdays
Armenia*	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
	Convoys, HAZMAT/SI cargo, OS/OW vehicles	14 calendar days
	Rail	30 calendar days

Table C-1 Diplomatic-Clearance Timelines—Continued		
Country	Category	Required HN Processing Time
Austria	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
	Convoys, HAZMAT/SI cargo, OS/OW vehicles	15 workdays
	Rail with MP escort	8 workdays
	Rail without MP escort	free run
	War weapons with U.S. escorts	8 workdays
	War weapons without U.S. escorts	6 weeks to 6 months
Azerbaijan*	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
	Convoys, HAZMAT/SI cargo, OS/OW vehicles	21 calendar days
	Rail	40 calendar days
Belgium	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 with waiver
	Convoys, HAZMAT/SI cargo, OS/OW vehicles	15 workdays
	Rail with MP escorts	60 calendar days
	Rail without MP escorts	15 workdays
Bosnia-Herzegovina	Bus with weapons	10 workdays
	Bus without weapons	5 workdays
	Commercial truck with general cargo	10 workdays
	Military truck with general cargo	10 workdays
	Convoys, HAZMAT/SI cargo, OS/OW vehicles	10 workdays
	Rail	30 workdays
Bulgaria	Bus with weapons	10 workdays
	Bus without weapons	10 workdays
	Commercial truck with general cargo	5 workdays
	Military truck with general cargo	5 workdays
	Convoys, HAZMAT/SI cargo, OS/OW vehicles	15 workdays
	Rail	30 workdays
Croatia	All movements	5 workdays

Table C-1 Diplomatic-Clearance Timelines—Continued		
Country	Category	Required HN Processing Time
Czech Republic	Bus with weapons	5 workdays
	Bus without weapons	2 workdays
	Commercial truck with general cargo	1 workdays
	Military truck with general cargo	1 workdays
	Military convoys, HAZMAT/SI cargo	5 calendar days
	OS/OW vehicles	14 calendar days
	Rail	30 calendar days
Denmark	Bus with weapons	15 workdays
	Bus without weapons	15 workdays
	Commercial truck with general cargo	free run
	Military truck with general cargo	15 workdays
	Convoys, HAZMAT/SI cargo, OS/OW vehicles	15 workdays
	Rail	30 workdays
Estonia	All movements	5 workdays
France	Bus with weapons	20 workdays
	Bus without weapons	7 workdays
	Commercial truck with general cargo	free run
	Military truck with general cargo	7 calendar days
	HAZMAT/SI cargo (truck or rail)	30 calendar days
	HAZMAT/SI cargo (on Sunday or holiday)	20 workdays
	Convoys or OS/OW vehicles	60 calendar days
	Rail	32 calendar days
Georgia	All movements	30 calendar days
Germany [and former East German (2+4) States]	All movements of ammunition, Soldiers (more than 10), equipment and personnel by rail, and weapons	20 workdays to cross German border 10 workdays to transit former East German States. (Germany requires only prior notification, but U.S. liaison office to Berlin requires 10 workdays)
Greece	Bus with weapons	7 calendar days
	Bus without weapons	7 calendar days
	Commercial truck with general cargo	7 calendar days
	Military truck with general cargo	7 calendar days
	Convoys, HAZMAT/SI cargo, OS/OW vehicles	7 calendar days
	Rail	30 calendar days
Hungary	Bus with weapons	10 workdays
	Bus without weapons	3 workdays
	Commercial truck with general cargo	3 workdays
	Military truck with general cargo	3 workdays
	Convoys, HAZMAT/SI cargo, OS/OW vehicles	3 workdays
	Rail	30 calendar days

Table C-1 Diplomatic-Clearance Timelines—Continued		
Country	Category	Required HN Processing Time
Italy	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
	Convoys, HAZMAT cargo, OS/OW vehicles, SI cargo (<i>Carabinieri</i> escort is required)	12 workdays
	Rail	30 workdays
Kazakhstan*	All movements	No timeline available
Kosovo	Bus with weapons	4 workdays
	Bus without weapons	2 workdays
	Commercial truck with general cargo	2 workdays
	Military truck with general cargo	2 workdays
	Convoys, HAZMAT/SI cargo, OS/OW vehicles	4 workdays
	Rail	30 workdays
Kyrgyzstan*	All movements	No timeline available
Latvia	All movements	5 workdays
Lithuania	All movements	5 workdays
Luxembourg	Bus with weapons	10 calendar days
	Bus without weapons	free run
	Commercial truck with general cargo	free run with waiver
	Military truck with general cargo	free run with waiver
	Military truck or rail with HAZMAT cargo	10 workdays
	Convoys, SI cargo, OS/OW vehicles	15 workdays
	Rail	30 workdays
Moldova	Bus with weapons	10 workdays
	Bus without weapons	free run, if wearing civilian clothes
	Commercial truck with general cargo	free run
	Military truck with general cargo	free run
	Convoys, HAZMAT/SI cargo, OS/OW vehicles	10 workdays
	Rail	30 workdays
Montenegro	All movements	7 workdays
Netherlands	Bus with weapons	10 workdays
	Bus without weapons	free run
	Commercial truck with general cargo	free run
	Military truck with general cargo	10 workdays
	Convoys, HAZMAT/SI cargo, OS/OW vehicles	10 calendar days
	Rail	30 workdays
Norway	All movements	30 calendar days

Table C-1 Diplomatic Clearance Timelines—Continued		
Country	Category	Required HN Processing Time
Poland	Bus with weapons	5 workdays
	Bus without weapons	3 workdays
	Commercial truck with general cargo	3 workdays
	Military truck with general cargo	3 workdays
	Convoys, HAZMAT/SI cargo, OS/OW vehicles	5 workdays
	Rail	30 workdays
Portugal	All movements	30 calendar days
Russia*	Transit not allowed	Transit not allowed
Republic of Macedonia*	Bus with weapons	10 workdays
	Bus without weapons	4 workdays
	Commercial truck with general cargo	free run
	Military truck with general cargo	4 workdays
	Convoys, HAZMAT/SI cargo, OS/OW vehicles	10 workdays
	Rail	30 workdays
Romania	Bus with weapons	10 workdays
	Bus without weapons	4 workdays
	Commercial truck with general cargo	4 workdays
	Military truck with general cargo	4 workdays
	Convoys, HAZMAT/SI cargo, OS/OW vehicles	10 workdays
	Rail	10 calendar days
Serbia	<i>Transit not allowed for cargo destined for Kosovo</i>	Not allowed.
	All other movements	5 workdays
Slovakia	All movements	10 workdays
Slovenia	Commercial truck with general cargo	free run
	All other movements	10 workdays
Spain	Bus with weapons	10 workdays
	Bus without weapons	5 workdays
	Commercial truck with general cargo (except if non-Spanish drivers)	5 workdays (21 calendar days)
	Military truck with general cargo	5 workdays
	Convoys, HAZMAT/SI cargo, OS/OW vehicles	10 workdays
	Rail	60 workdays
Sweden	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
	Convoys, HAZMAT/SI cargo, OS/OW vehicles	30 calendar days
	Rail	30 calendar days

Table C-1 Diplomatic Clearance Timelines—Continued		
Country	Category	Required HN Processing Time
Switzerland	All movements	20 workdays
	Bus and NTVs without weapons	Free run if wearing civilian clothes
Tajikistan*	All movements	No timeline available
Turkey	A Turkish Defense Authorization (TDA) is required for all movements. Diplomatic clearance not recognized	30 calendar days for TDA processing
Turkmenistan*	All movements	No timeline available
Ukraine*	All movements require customs clearance on T-1	Diplomatic clearance currently not required. Customs clearance can take at least 10 and up to 50 calendar days.
United Kingdom	Bus with weapons	7 workdays
	Bus without weapons	7 workdays
	Commercial truck with general cargo	free run
	Military truck with general cargo	7 workdays
	Convoys, HAZMAT/SI cargo, OS/OW vehicles	7 workdays
	Rail	30 workdays
Uzbekistan*	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 SC	21st Sustainment Command
21st SC Diplomatic	Diplomatic Clearance Section, Transportation Integration Branch, Support Operations, Headquarters, 21st Sustainment Command
21st SC SPO	Support Operations, Headquarters, 21st Sustainment Command
21st SC TIB	Transportation Integration Branch, Support Operations, Headquarters, 21st Sustainment Command
39th Trans Bn (MC)	39th Transportation Battalion (Movement Control), 16th Sustainment Brigade, 21st Sustainment Command
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
AMovP	Allied movement publication
AOR	area of responsibility
APACS	Aircraft and Personnel Automated Clearance System
AR	Army regulation
BMCT	branch movement control team
BSAST	Black Sea Area Support Team, Headquarters, United States Army Europe (mission support element)
CG, USAREUR	Commanding General, United States Army Europe
chap	chapter
civ	civilian
DA	Department of the Army
DAO	defense attaché office
DOD	Department of Defense
DOD FCG/M	Department of Defense Foreign Clearance Guide and Manual (DOD 4500.54-G/M)
DTR	Defense Transportation Regulations (DOD Regulation 4500.9)
ED	European directive
EU	European Union
G5	deputy chief of staff for civil affairs
GVW	gross vehicle weight
HAZMAT	hazardous material
HET	heavy equipment transporter
HMMWV	high mobility multipurpose wheeled vehicle
HN	host nation
HQ	headquarters
HQ USAREUR	Headquarters, United States Army Europe
HW	hazardous waste
ID	identification (card)
IMCOM-Europe	United States Army Installation Management Command Europe

ITAR	International Trafficking in Arms Regulations
KFOR	North Atlantic Treaty Organization Kosovo Force
kmh	kilometers per hour
<i>KrWaffKontrG</i>	<i>Kriegswaffenkontrollgesetz</i> (the German War Weapons Control Act)
<i>KWL</i>	<i>Kriegswaffenliste</i> (War Weapons List Annex)
LEV	lead escort vehicle
MCE	movement control element
MCT	movement control team
mil	military
MK Air Base	<i>Mihail Kogălniceanu</i> Air Base, Romania
MP	military police
mph	miles per hour
NATO	North Atlantic Treaty Organization
NCO	noncommissioned officer
NEW	net explosive weight
NSN	national stock number
NTV	nontactical vehicle
ODC	office of defense cooperation
ODCS	office of the deputy chief of staff
OF	optional form
OS	oversize
OW	overweight
P	peacetime
para	paragraph
PLS	Palletized Loading System
PMCT	port movement control team
POC	point of contact
PSN	proper shipping name
RAWL	rotating amber warning light
SF	standard form
SI	sensitive item
SPO	support operations
TEV	trail escort vehicle
TIB	Transportation Integration Branch, Support Operations, Headquarters 21st Sustainment Command
TMP	transportation motor pool
UN #	United Nations number (for hazardous material)
U.S.	United States
USAREUR	United States Army Europe
USAREUR G3/5/7	Deputy Chief of Staff, G3/5/7, United States Army Europe
USAREUR G4	Deputy Chief of Staff, G4, United States Army Europe
USEUCOM	United States European Command
W	wartime
WWCA	War Weapons Control Act

SECTION II TERMS

Army in Europe

The United States Army Europe and its major subordinate and specialized commands; the United States Army Installation Management Command Europe, and its United States Army garrisons in Europe; and the Civilian Human Resources Agency, Northeast/Europe Region

activity

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

Allied movement publication

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

branch movement control team

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

Bundeswehr

The armed forces 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 also provides country-specific requirements ([basic reg, 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 (if no one is designated, the senior officer, noncommissioned officer, or Soldier)

dangerous cargo

See [hazardous material](#)

dangerous goods

See [hazardous material](#)

free run

A category of 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

For Army purposes, 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 all other goods requiring designation by any of the terms hazardous cargo, hazardous material (HAZMAT), or dangerous goods (DTR 4500.9-R and [AE Reg 55-4](#))

hazardous waste

hazardous material (HAZMAT) that is no longer useful for its intended purpose. This material must be disposed of according to appropriate host-nation law.

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 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 timeline. Late requests will be processed in sequence, movements are not guaranteed to take place on the requested date.

- **routine**

A request for movement that meets the established advance-submission timeline and will not occur during a restricted movement period

movement control elements

Army in Europe transportation-management agencies and units. These include the transportation offices of the Support Operations, HQs 21st Sustainment Command and all 39th Transportation Battalion (Movement Control) movement control teams (MCTs) ([glossary](#)) (including, branch movement control teams (BMCTs) ([glossary](#)), the U.S.-contracted Balkans MCT in Kosovo, and the Black Sea Area Support Team MCT). [Appendix B](#) provides a list of MCE POCs ([table B-1](#)) and their office locations in their servicing areas.

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) within 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 that is allocated to a movement by the movement control staff responsible for issuing a movement credit and that is associated with only that movement credit

nontactical vehicle

A motor vehicle, normally of commercial design, assigned by formal authorization documents and used to provide administrative transportation support for an activity, organization, or unit

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 country-specific information about oversize-vehicle dimensions

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 country-specific information about overweight-vehicle restrictions

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.