

24 May 2005

Transportation and Travel

United States Army Motor Vehicle Operations on Public Roads

*This regulation supersedes AE Regulation 55-1, 30 June 2003.

For the CG, USAREUR/7A:

E. PEARSON
Colonel, GS
Deputy Chief of Staff

Official:



GARY C. MILLER
Regional Chief Information
Officer - Europe

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

Summary of Change. This revision modifies policy on transporting troops in the back of cargo vehicles when outside of training areas (para 19g).

Applicability. USAREUR will provide distribution-management services and military line-haul transportation to move DOD cargo and equipment throughout the USEUCOM area of responsibility to units, organizations, and agencies in countries and operational areas where the Army is the dominant user. This includes the countries of Albania, Austria, Belgium, Bosnia, Bulgaria, Croatia, the Czech Republic, France, Germany, Greece, Hungary, Italy (north of Rome), Luxembourg, the Netherlands, Poland, Romania, Slovakia, Slovenia, Switzerland, the Former Yugoslav Republic of Macedonia, and operational areas as prescribed by directives and operations orders.

Supplementation. Organizations will not supplement this regulation without USAREUR G4 (AEAGD-TM) approval.

Forms. This regulation prescribes AE Form 55-1M and AE Form 55-1N. AE and higher-level forms are available through the Army in Europe Publishing System (AEPUBS).

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. File numbers and descriptions are available on the Army Records Information Management System Web site at <https://www.arims.army.mil>.

Suggested Improvements. The proponent of this regulation is the USAREUR G4 (AEAGD-TM, DSN 370-6922). Users may suggest improvements to this regulation by sending DA Form 2028 to the USAREUR G4 (AEAGD-TM), Unit 29351, APO AE 09014-9351.

Distribution. B (AEPUBS).

CONTENTS

Section I GENERAL

1. Purpose
2. Applicability
3. References
4. Explanation of Abbreviations and Terms
5. Responsibilities

Section II POLICY

6. General
7. Restrictions
8. Movement Credits
9. En Route Refueling
10. Ammunition and Other Hazardous Cargo
11. Speed Limits
12. Movement To and From Training Areas

Section III PROCEDURES FOR VEHICLE MOVEMENTS

13. General
14. Convoys and Oversize or Overweight Vehicle Movements
15. Procedures for Requesting a Movement Credit
16. Diplomatic Transit Clearances

Section IV SAFETY, ACCIDENT PREVENTION, AND ACCIDENT REPORTING

17. General
18. Actions in Case of an Accident
19. Safety Measures
20. Bus Operations

Section V SECURITY

21. Security Requirements

Appendixes

- A. References
- B. Transportation Responsibility POCs
- C. AE Form 55-1N Preparation Instructions

Tables

1. Local National Holidays
2. Oversize and Overweight Vehicles
3. Maximum Speeds for Normal Driving Conditions
- C-1. Instructions for Preparing AE Form 55-1N

Figure

- C-1. Sample AE Form 55-1N

Glossary

SECTION I GENERAL

1. PURPOSE

This regulation—

a. Prescribes policy, procedures, and responsibilities for operating military vehicles on public roads in peacetime in the countries listed in the applicability statement on the coverpage.

b. Assigns responsibilities for obtaining clearances for movements of U.S. military convoys, oversize and overweight vehicles, and other official motor vehicles in the USEUCOM area of responsibility (AOR).

2. APPLICABILITY

This regulation applies to U.S. Army, Navy, and Air Force units operating—

a. Owned, leased, or loaned vehicles in the USAREUR geographic AOR prescribed in USEUCOM Directive 60-11, appendix B, and applicable operation orders (OPORDs).

b. Nontactical vehicles (NTVs) for matters not specified in AR 58-1. The provisions of AR 58-1 will apply when a conflict exists between this regulation and AR 58-1.

3. REFERENCES

Appendix A lists references.

4. EXPLANATION OF ABBREVIATIONS AND TERMS

The glossary defines abbreviations and terms.

5. RESPONSIBILITIES

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

a. The CG, USAREUR/7A, is responsible for the control of U.S. Army motor vehicles operating on public roads.

b. The commanding generals of V Corps and 21st Theater Support Command (21st TSC) will monitor and report on the timeliness and discipline of at least 20 percent of convoy, oversize, and overweight movements through their geographic AORs. The designated convoy-monitoring element normally is the provost marshal office; it should never be the local movements office that has administrative responsibility for highway movements. Convoy-monitoring elements must send AE Form 55-1M to the servicing movement control team (MCT) or highway movement control team (HMCT) within 3 workdays after a convoy movement.

c. The Commander, 1st Transportation Movement Control Agency (1st TMCA), is responsible for administering the functions associated with the movement of convoys and oversize or overweight vehicles on public roads. The CG, USAREUR/7A, has delegated authority to the Commander, 1st TMCA, to take final action on requests for exception to the policy in this regulation. Additionally, the Commander, 1st TMCA, will—

(1) Coordinate routine peacetime military movement procedures in the U.S. Army AOR.

(2) Liaise and coordinate with host-nation representatives on movements of U.S. military vehicles on public roads.

d. MCTs and HMCTs will—

(1) Process requests for movement bids and liaise between the requesting unit and the Logistics Center. The Logistics Center is the final host-country road-movements approval authority.

(2) Advise destination HMCTs of approved movements into their AOR.

(3) Provide to the appropriate USAREUR major subordinate command (AE Reg 10-5, app A) information on convoy, oversize, and overweight vehicle movements for which movement credits have been granted. This information must be provided at least 2 workdays before the movement.

e. Unit commanders and convoy commanders in charge of vehicle movements requiring a movement credit are responsible for—

(1) Ensuring movement bids for convoys, oversize or overweight vehicles, and vehicles carrying hazardous material (HAZMAT) (when a movement clearance is required by AE Reg 55-4) are prepared and submitted according to times specified at http://www.21tsc.army.mil/1_tmca/hwyclearance.htm.

(2) Ensuring information submitted on movement bids ((1) above) is correct.

(3) Performing a map and ground-route reconnaissance of routes that are unfamiliar or infrequently used.

(4) Ensuring risk assessments and orientation and safety briefings are conducted before vehicles depart (FM 55-30 and USAREUR Reg 385-55).

(5) Ensuring drivers, passengers, and persons involved in any phase of movement, cargo, or transportation comply with applicable laws, rules, regulations, and instructions.

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

(7) Selecting reliable, experienced drivers for vehicles transporting ammunition and explosives, vehicles carrying other dangerous cargo (including flammables), and vehicles used in emergencies (for example, police patrol cars, firetrucks, ambulances). All drivers of vehicles transporting dangerous goods must have a valid *Accord Européen relatif au Transport International des Marchandises dangereuses par Route (ADR)* (European Agreement Concerning the Transportation of Hazardous Goods by Highway) card in their possession (AE Reg 55-4).

(8) Ensuring drivers and crews of vehicles transporting dangerous goods are briefed on the contents and requirements of the accident information sheets (AISs) applicable to the load. Drivers and crews must have the emergency equipment identified on the AISs and understand how to use the equipment before leaving the load-pickup point.

(9) Promptly reporting accidents or en route delays according to unit procedures.

(10) Ensuring vehicles are functioning properly and are suitable for operation before being driven on public roads (for example, mechanical condition checked, dirt and debris removed).

(11) Ensuring that convoy commanders or their representatives keep a completed AE Form 55-1N or Standardized Agreement (STANAG) 2155 with the valid march-credit number.

f. Shipping activity personnel are responsible for providing accurate information (for example, dimension, weight, and HAZMAT category) on military cargo or equipment for highway shipment.

SECTION II POLICY

6. GENERAL

a. When conflicts arise between this regulation and host-nation laws, the host-nation laws will take precedence. World events may result in the host-nation's political structure dictating new requirements or changing the rules of normal business practices.

b. In Germany, vehicles used for towing operations must carry a copy of the permit (in both German and English) granting U.S. military vehicles permission to tow military equipment on the autobahn and off the autobahn onto a secondary road, but not onto the autobahn from a secondary road. Permits are available from the HMCT, MCT, or on the 1st TMCA Web site at http://www.21tsc.army.mil/1_tmca.

c. Appendix B lists transportation POCs.

7. RESTRICTIONS

a. Host-nation authorities may impose special restrictions to limit the use of certain public roads, require movements during specific times, or restrict the movement of some types of vehicles. Host-nation restrictions apply to military motor-vehicle traffic. Deviations from host-nation regulations are not authorized except in a military emergency and then only when approved by a competent authority with proper regard for public safety.

(1) The Commander, 1st TMCA, will—

(a) Forward information about restrictions to appropriate movement-control organizations, the USAREUR G4, and the 21st TSC distribution management center (DMC).

(b) Approve or disapprove exceptions to policy for convoy and oversize or overweight movements when host-nation traffic restrictions are imposed after a special determination of military necessity is made.

(c) Approve or disapprove single vehicle movements of high-priority cargo (for example, mail, subsistence, air lines of communication (ALOC)) on trucks exceeding host-nation limits during restricted periods.

(d) Provide specific guidance to transportation battalions for movements in (c) above.

(2) The servicing MCT or branch movement control team (BMCT) will—

(a) Coordinate and forward requests for movements when traffic restrictions are imposed by host countries. These cases will be handled individually through applicable host-nation military road-traffic-control organizations.

(b) Forward movement credits received from host-nation authorities.

(c) Verify requests for high-priority cargo movements during restricted times (except for mail and ALOC).

(d) Approve or disapprove single-vehicle movements based on 1st TMCA guidance.

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

(1) Convoys and oversize or overweight vehicles.

(2) Trucks that exceed 7½ metric tons (16,500 pounds or more) in gross vehicle weight (GVW) (without trailers).

c. Host-nation authorities may add restrictions for use of their highways during the peak summer holiday period and during host-nation holidays (table 1).

d. Individual vehicles not included in subparagraph b above may use public roads at a rate of not more than 10 vehicles per hour per start point and will not exceed 10 vehicles per hour if routes merge.

e. Military vehicles will be controlled during adverse weather or road conditions as follows:

(1) Adverse weather or road conditions may require suspension of operations of military vehicles in the interest of safety. Unit commanders will determine the need to suspend motor-vehicle operations.

(2) If a suspension of operations is declared after normal duty hours, unit personnel providing military vehicles will not dispatch any military vehicle from their motor pool area until restrictions are lifted.

(3) Personnel who have a military vehicle dispatched to them will be especially cautious during conditions that would normally result in the suspension of military-vehicle operations during normal duty hours.

(4) Suspension of motor restrictions according to (1) through (3) above does not apply to military police and emergency vehicles or vehicles supporting high-priority missions as determined by commanders of USAREUR major subordinate commands.

Table 1
Local National Holidays

	Weekend Restrictions	Summer Travel Restrictions (note)	January	February	March	April	May	June	July	August	September	October	November	December
Austria	Saturday 1500 until Sunday 2200	X	1 and 6			Good Friday, Easter, and Easter Monday	1 and Ascension Day	Whit Sunday, Whit Monday, and Corpus Christi		15		26	1	8, 25, and 26
Belgium			1			Easter and Easter Monday	1 and Ascension Day	Whit Sunday and Whit Monday	11 and 21	15			1 and 11	25
Bosnia and Herzegovina			1, 7, and 14		1		1 and 6	28	12	2, 15, and 28	8 and 21		1, 2, 8, and 25	25
Bulgaria			1		3	Good Friday, Easter, and Easter Monday	1, 6, and 24				6 and 22		1	24, 25, and 26
Czech Republic			1			Easter and Easter Monday	1 and 8		5, 6			28		24, 25, and 26
Denmark			1			Holy Thursday, Good Friday, Easter, and Easter Monday	Common Prayer Day and Ascension Day	5, Whit Sunday, and Whit Monday						24, 25, 26, and 27
France			1			Good Friday, Easter, and Easter Monday	1, 8, and Ascension Day	Whit Sunday and Whit Monday	14	15			1 and 11	25 and 26
Germany		X	1 and 6	Carnival		Good Friday, Easter, and Easter Monday	1 and Ascension Day	Whit Sunday, Whit Monday, and Corpus Christi				3		25, 26, and 31
Greece			1 and 6	Clean Monday	25	Good Friday, Easter, Easter Monday, and Easter Tuesday	1	Holy Ghost		15		28		25 and 26
Hungary			1		15	Easter and Easter Monday	1	Whit Sunday and Whit Monday		20		23	1	25 and 26
Italy		X	1 and 6			25, Easter, and Easter Monday	1 and Sunday nearest 2 June			15			Sunday nearest 4 November	8, 25, and 26
Luxembourg			1	Carnival		Easter and Easter Monday	1 and Ascension Day	Whit Sunday, Whit Monday, and Corpus Christi		15	1		1	25 and 26
Macedonia			1, 6, 7, and 14		8	Easter	1 and 24			2	8			

Table 1
Local National Holidays (Continued)

	Weekend Restrictions	Summer Travel Restrictions (note)	January	February	March	April	May	June	July	August	September	October	November	December
The Netherlands			1			Good Friday, Easter, Easter Monday, and Koninginnedag	5 and Ascension Day	Whit Sunday and Whit Monday						25 and 26
Poland			1			Easter and Easter Monday	1 and 3	Corpus Christi		15			1 and 11	25 and 26
Romania			1, 2, and 6			Easter and Easter Monday	1							1, 25, and 26
Slovenia			1 and 2	8		Easter and Easter Monday	1 and 2	25 and Corpus Christi		15		31	1	25 and 26
Slovakia			1 and 6			Good Friday and Easter	1		5	29	1 and 15		1	24, 25, and 26
Ukraine			1 and 7		8	Good Friday and Easter	1 and 2	28 and Corpus Christi		24				

NOTE: Specific restrictions can be found on the 1st TMCA Web site (http://www.21tsc.army.mil/1_tmca).

f. Certain roads and bridges are closed to vehicles that exceed the military load class (MLC) weight limitations posted on international road signs even though the vehicle does not require a road clearance for being oversized or overweight. Drivers must follow posted limitations.

8. MOVEMENT CREDITS

A movement credit must be obtained as prescribed in paragraph 15 for the following types of vehicle movements:

- a. Convoys and oversized or overweight vehicles (table 2).
- b. Tracked vehicles moving under their own power on public roads.
- c. Vehicles on highways or public roads moving less than the minimum posted speed limit.

d. Vehicles operating when road restrictions have been imposed (para 7). This does not include movement of individual vehicles that are over 7½ metric tons but not oversized or overweight when approved by the Commander, 1st TMCA, through the servicing transportation battalion.

9. EN ROUTE REFUELING

- a. Convoy commanders will make necessary refueling arrangements before leaving the home station.
- b. Drivers of convoy vehicles will carry enough lubricants and oils during movement to avoid using commercial sources.
- c. Unit refueling points along a route of march must be approved by the host nation before the movement begins.

Refueling points will be requested through the servicing BMCT or MCT. The 21st TSC G5 and the 1st TMCA will coordinate with the host nation for approval of refueling points.

10. AMMUNITION AND OTHER HAZARDOUS CARGO

a. All drivers of petroleum, oils, and lubricants (POL) tank vehicles (except when purged) and all drivers of vehicles transporting packaged HAZMAT (except when covered by a valid AE Reg 55-4 exemption) will have a valid orange *ADR* card in their possession. The Combined Arms Training Center provides *ADR* driver training (HAZ 11 course).

b. All personnel preparing, loading, and unloading HAZMAT from a vehicle must be trained as prescribed in AE Regulation 55-4, appendix B.

c. Commanders will not direct an individual to operate a vehicle loaded with HAZMAT or operate its load equipment unless the individual is trained and certified.

d. All HAZMAT transportation must be accompanied by a valid transportation document prepared according to AE Regulation 55-4. DD Form 836 may be used if it is completed according to AE Regulation 55-4. Page 3 of DD Form 836 (HAZMAT Emergency Response Information) is not valid for transport in Europe. Discard that page and replace it with the applicable AIS.

e. Shippers are responsible for providing European AISs to drivers (AE Reg 55-4, para 12). The sheets will be carried throughout the transport for each item or group of items. Drivers will carry AISs in the languages of the driver, the origin country, the destination country, and all countries transited. The driver must understand the requirement of each sheet and have all safety and environmental-protection materials required by the sheets before starting the transport. The sheets are a commercial standard that may be locally procured or downloaded from the following:

(1) For ammunition and explosives: <http://www.per.hqusareur.army.mil/services/safetydivision/dandergoodsexp/language.htm>.

(2) For all other HAZMAT: <https://extranet.g4.hqusareur.army.mil/datastor/umi/umipro.cfm>.

Table 2 Oversize and Overweight Vehicles						
Country	Oversized	Width	Height	Length	Overweight	
Austria	(note 1)					
Belgium	Single Vehicle	2.5 meters	4 meters	12 meters	1 or 2 axles	16 metric tons
					3+ axles	22 metric tons
	Tractor & Semitrailer Truck & Trailer	2.5 meters 2.5 meters	4 meters 4 meters	15.5 meters 20 meters		44 metric tons 44 metric tons
Bosnia and Herzegovina	(note 1)					
Croatia	(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
						32 metric tons
	Tractor & Semitrailer Truck & Trailer	2.55 meters 2.55 meters	4 meters 4 meters	14 meters 18 meters		44 metric tons
France	Single Vehicle	2.5 meters	4 meters	11 meters	1 or 2 axles	13 metric tons
					3+ axles	26 metric tons
	Tractor & Semitrailer Truck & Trailer	2.5 meters 2.5 meters	4 meters 4 meters	16.5 meters 18.35 meters		38 metric tons 38 metric tons
Germany	Single Vehicle	2.55 meters	4 meters	12 meters	1 or 2 axles	10 metric tons
					3+ axles	22 metric tons
	Tractor & Semitrailer Truck & Trailer	2.55 meters 2.55 meters	4 meters 4 meters	15.5 meters 18.35 meters		40 metric tons 40 metric tons
Hungary	(note 1)					
Italy	Single Vehicle	2.55 meters	4 meters	12 meters	(note 2)	
	Tractor & Semitrailer	2.55 meters	4 meters	16.5 meters		
	Truck & Trailer	2.55 meters	4 meters	18.75 meters		
Luxembourg	Single Vehicle	2.6 meters	4 meters	12 meters	1 or 2 axles	19 metric tons
					3+ axles	26 metric tons
	Tractor & Semitrailer Truck & Trailer	2.5 meters 2.5 meters	4 meters 4 meters	15.5 meters 20 meters		38 metric tons 40 metric tons
The Netherlands	Single Vehicle	2.5 meters	4 meters	12 meters	1 or 2 axles	16 metric tons
					3+ axles	22 metric tons
	Tractor & Semitrailer Truck & Trailer	2.5 meters 2.5 meters	4 meters 4 meters	15.5 meters 18 meters		50 metric tons 50 metric tons
Republic of Macedonia	(note 1)					
Slovenia	(note 1)					
NOTES: 1. Contact the appropriate transportation officials when traveling from, in, or through this country. 2. There are 13 different weight categories in Italy. For details go to http://www.21tsc.army.mil/1_tmca .						

f. The European Compliance Inspection Program (ECIP) (AE Reg 55-4, app C) requires all vehicles that transport HAZMAT to be inspected annually. Annual inspections must be documented, and inspection documents must be in the vehicle whenever HAZMAT is transported.

g. DD Form 626 will be used only for single-mission inspections when a vehicle is transporting explosives and for all tank vehicles. This is in addition to the ECIP documentation (AE Reg 55-4, secs IV and V). Responsible personnel will inspect vehicles for obvious defects using DD Form 626 before dispatch. The license check will include checking the *ADR* card for validity and checking for authorization to transport the material (AE Reg 55-4, fig B-1).

h. Drivers of vehicles transporting packaged goods shipments of explosives or other dangerous cargo in Europe will display orange rectangular plates on the front and rear of the transport unit except when AE Regulation 55-4 allows a valid exemption (AE Reg 55-4, para 24). Tank vehicles will also display numbered orange plates in a configuration agreeing with AE Regulation 55-4, section V. The United States Department of Transportation (DOT) placards with United Nations (U.N.) numbers are not valid substitutes for the numbered orange plates. Plates must be secured in a way that they will not become loose during transport or by minor accident. Plates may be procured locally or may be manufactured locally as long as they meet European size, color, reflectivity, and fire-endurance requirements (AE Reg 55-4, app G).

i. Diamond placards have limited application in Europe. The rectangular orange warning plates are the European indication that a transport unit is transporting dangerous goods. Failure to properly placard a vehicle (including placement of placards where and when not required) is a violation of the law. When required, vehicle HAZMAT placards (diamond shape, 25 by 25 centimeter minimum) must be affixed on the left side, right side, and rear of the vehicle. No vehicle placards may be affixed on the front of the vehicle. Placards will be procured locally (AE Reg 55-4, para 24).

(1) All vehicles transporting ammunition or explosives must have placards, except vehicles with cargo limited to 1.4S ammunition when carried under the small quantity exemption (AE Reg 55-4, para 32 and app D).

(2) All tank vehicles and vehicles transporting tanks (AE Reg 55-4, para 39) must have placards. Placards may be painted on tanks as long as they meet the European requirement for size, color, and format. Front-mounted vehicle placards are not legal and will be securely covered, painted, or removed.

j. Containers must have placards on all 4 sides with placards required for each HAZMAT loaded inside (AE Reg 55-4, para 24). Vehicles transporting placarded containers do not require additional placards; however, the transport vehicle must be marked with orange rectangular warning plates.

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

l. Transport units will be equipped with fire extinguishers meeting the European weight requirement in AE Regulation 55-4. Drivers will be trained to use fire extinguishers.

m. Passengers will not be permitted to travel in vehicles transporting nonexempt quantities of HAZMAT. Individuals designated with a specific crew duty are not “passengers.” All individuals in the vehicle crew will be briefed by the driver on information in the AIS, on fighting fires, and on responsibilities following an accident.

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

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

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

o. Responsible personnel will load cargo entirely within the body of the vehicle and ensure the tailgate is closed. The tarpaulin, if included with the vehicle, should be made of flameproof material. Government-owned vehicles normally are equipped with tarpaulins that are fire resistant when new. The flame-resistant solution, available from supply sources and applied to the canvas of Government vehicles, provides adequate flame resistance.

p. Commanders will ensure HAZMAT is transported over the route presenting the least risk. That may require a longer distance. Drivers will avoid large cities and other congested areas when possible and will carry a stripmap to show the authorized route. When required by AE Regulation 55-4, a special march credit must be obtained. Drivers will not violate HAZMAT-posted routes under any circumstances. The following signs must be obeyed and stripmaps must include the following information about the signs:



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



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

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

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

s. The use of privately owned vehicles (POVs) to transport explosives and ammunition is prohibited.

11. SPEED LIMITS

Convoy commanders will ensure—

a. Speed limits imposed by host nations are obeyed except when lower limits are established by the march credit or the technical manual of the vehicle being operated. Senior occupants will ensure vehicles are operated at prescribed speeds.

b. Speed is reduced when appropriate to ensure safe operation based on road, weather, and traffic conditions. Table 3 prescribes maximum speed limits.

	Cities	Autobahns/ Highways	Other/ Secondary Roads
Speed Limits for NTVs (miles per hour/kilometers per hour)			
NTVs under 7,000 pounds GVW (for example, cargo trucks, carryalls, minivans, panel trucks, sedans)	31/50	74/120	60/100
Exceptions			
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
Any NTVs pulling any type of trailer	31/50	50/80	50/80
Speed Limits for Tactical Vehicles (miles per hour/kilometers per hour)			
March columns (excluding vehicles that might further restrict speed)	31/50	50/80	50/80
Oversized, overweight, and towed vehicles	31/50	50/80	37/60
Trucks, ¼- to 1¼-ton (with or without trailers, including high mobility multipurpose wheeled vehicles (HMMWVs) and commercial utility cargo vehicles (CUCVs))	31/50	50/80	37/60
Trucks and truck tractors, 1½-ton and larger (with or without trailers)	25/40	50/80	37/60
Trucks transporting ammunition, dangerous cargo, or explosives	25/40	50/80	37/60
M939 family of vehicles that have not had the antilock brake system (ABS) retrofit modification work order (MWO) completed	25/40	40/65	35/57
NOTES: 1. The above speed limits will be observed unless a lower speed limit is posted or weather or traffic conditions warrant a lower speed.			
2. For vehicles carrying hazardous cargo—			
a. If visibility is less than 50 meters, the driver will stop at the nearest parking area until visibility improves.			
b. If a vehicle weighing more than 3.5 tons and carrying hazardous cargo is traveling faster than 31 miles per hour/50 kilometers per hour, it will maintain a distance of at least 50 meters from the vehicle in front.			

12. MOVEMENT TO AND FROM TRAINING AREAS

a. Maneuver rights within training areas do not include movement credits to and from the training areas. Unit commanders will obtain these credits as prescribed in paragraph 15.

b. The initial movement from home station to the training area will be requested from the servicing MCT or BMCT according to the times shown at http://www.21tsc.army.mil/1_tmca/hwyclearance.htm.

c. The movement from the training area to the home station will be requested from the servicing training area MCT or BMCT.

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

e. Convoy commanders will ensure that movement numbers and other convoy-identification markings are displayed as prescribed by Allied Movement Publication (AMovP)-1 and this regulation for movements over public roads.

SECTION III PROCEDURES FOR VEHICLE MOVEMENTS

13. GENERAL

a. The unit commander will submit a request for clearance on AE Form 55-1N (app C) or STANAG 2155 to receive approval (movement credit) as follows:

(1) **Divisional Units.** Movement bids must be sent to the movement control office (MCO) or division transportation office (DTO) according to division transportation procedures. Specific divisional guidance will be provided by the V Corps movement-control battalion (27th Transportation Battalion).

(2) **Nondivisional Corps Units and Theater Units.** Movement bids will be sent to the servicing MCT or BMCT responsible for the area from which the movement originates.

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

c. The MCT, BMCT, or HMCT will receive movement credits and numbers (movement orders) only after coordination with and approval by host-nation authorities. Host-nation-approved clearances and routings are binding and are considered an order of the CG, USAREUR/7A. Unit commanders requesting changes to an approved clearance will submit their requests according to times prescribed at http://www.21tsc.army.mil/1_tmca/hwyclearance.htm.

d. Units desiring to leave trailers in another country and return to home station must specify these arrangements on AE Form 55-1N or STANAG 2155.

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

(1) OF 346.

(2) DD Form 2A(ACT).

(3) NATO travel orders.

(4) List of emergency telephone numbers (including telephone numbers for the host nation's law-enforcement agency).

14. CONVOYS AND OVERSIZE OR OVERWEIGHT VEHICLE MOVEMENTS

Convoys, oversize and overweight vehicles, and slow-moving vehicles directly affect traffic safety. The movement-control system will help manage the risks associated with integrating military traffic into the public highway system.

a. Movement Credits. Host-nation movement authorities will provide approval for movement (a movement credit) to the requesting unit through MCT or BMCT channels. 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 host-nation authorities are binding and are considered an order of the CG, USAREUR/7A.

(1) Units must understand that only the proper host-nation authority 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 the 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. A movement number is composed of eight characters (for example, 14 GE EB 29).

(a) The first two numbers indicate the day of the month the movement will begin.

(b) The first two letters indicate the national symbol of the country authorizing the move.

(c) The second two letters indicate the authority granting the clearance.

(d) The second two numbers indicate the number of the clearance for that date.

b. Organization.

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

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

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

(4) The interval may be reduced to 25 meters (30 yards) or a 2-second interval, whichever results in a greater distance, for movements through congested areas. The prescribed distance ((1) through (3) above) will be resumed after clearing the congested area. Convoy commanders may order the gap between vehicles reduced enough 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 observed at all times.

(b) Commanders must request rest halts along the route when submitting road clearances. Convoy commanders will not deviate from the movement credit.

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

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

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

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

(d) Drivers in military convoys must follow special rules for movement through intersections. When a military convoy with proper markings and intervals is moving through an intersection with a traffic light, other traffic should stop to permit the convoy to continue through the intersection even though the light may have 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 host-nation 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 obliged by law to stop and permit a convoy to continue through an intersection once it has entered it, but the convoy has no authority to enforce its right of way over other traffic. If a 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. Military personnel should report these violations to the host-nation police, who may then cite the driver for violating traffic laws.

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

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

c. Route and Schedule. Unit and convoy commanders are prohibited from changing convoy routes, schedules, or composition without approval of the transportation battalion that issued the movement credit. Because changes in departure time of more than 15 minutes require a new movement credit, the appropriate commander must contact the transportation battalion or MCT or BMCT to request a new time. Commanders of convoys not requiring a clearance will avoid congested areas. Movement through these areas during peak traffic periods is strongly discouraged.

d. Identification of March Columns. Convoy commanders will—

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

(2) Identify each convoy, oversize-vehicle, and overweight-vehicle movement receiving a movement credit by the movement number issued by the MCT or BMCT. This number identifies the column during the movement and will be prominently marked on both sides of each vehicle, on the front of the leading vehicle, and the rear of the last vehicle of each organized element of the column.

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

(a) In peacetime, all vehicles moving in a column must have low-beam headlights turned on at all times. During contingencies or wartime, operational movement credits will address the use of headlights. In the Netherlands, a blue transparent cover is required over the right front headlight of all vehicles in the convoy with the exception of the trail vehicle, which requires a green transparent cover.

(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 then will be mounted on the right side. The one exception to this requirement is the Netherlands. In the Netherlands all vehicles in the convoy must have a blue flag mounted on the right front of the vehicle.

(c) The leading vehicle of each march unit must display a blue flag (NSN 8345-00-543-6912) and at least one but not more than two rotating amber warning lights (RAWL). The leading vehicle also will have a sign with the words "Convoy Follows" in English and in the language of the host nation or nations transited. In the Netherlands two flags (right and left front of the vehicle) are required.

(d) The last vehicle of each march unit will display a green flag (NSN 8345-00-543-6913), at least one but not more than two RAWL, and a sign with the words "Ende der Kolonne - Convoy Ends - Dieses Manoever Dient Ihrer Sicherheit" in 3-inch letters on an 18- by 48-inch background board. Lettering on the sign will be black on a nonglare white background. The sign will not obscure taillights, directional signals, or factory-installed reflectors. In the Netherlands, the trail vehicle must have two green flags mounted on the right and left front.

(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 RAWL based on visibility, weather conditions, and convoy spacing. Use of RAWL is prohibited in the Netherlands.

e. Escorts.

(1) An escort is required for oversize or overweight vehicles (excluding (4) below). The escort will consist of two vehicles (excl (3) and (4) below) equipped with at least one but not more than two functional RAWL. The lead escort vehicle (LEV) must have the RAWL on the front of the vehicle, and the rear escort vehicle must have the RAWL on the rear of the vehicle. The responsible transportation battalion, MCT, or BMCT will advise the host-nation POC of any civilian police-escort requirements. Additional escort requirements may be issued with the march credit received from the host nation and must be followed.

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

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

(c) The TEV will not transport troops or HAZMAT. The TEV may have a trailer if it is adequately lighted and the RAWL is clearly visible from the rear. Escort-vehicle drivers will use RAWL during escort. Vehicles will not exceed the dimensions listed in table 2. Each march unit must have its own TEV because of distances often experienced during convoy operations.

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

(3) Overheight vehicles normally require a movement credit. Single overheight vehicles may move without an escort during daylight. All outsized vehicles require an escort in the Netherlands.

(4) When host-nation escorts have been coordinated and a convoy or oversized or overweight vehicle has fallen behind schedule, the convoy or vehicle commander will notify the origin MCT of the delay. The MCT will coordinate with the appropriate escort authorities to notify them of the delay and the expected arrival time.

15. PROCEDURES FOR REQUESTING A MOVEMENT CREDIT

a. Routine Requests. Unit commanders will send requests for routine movements on AE Form 55-1N or STANAG 2155 to the servicing MCT or BMCT within the times prescribed at http://www.2tsc.army.mil/1_tmca/hwyclearance.htm.

b. Special Requests. Unit commanders will submit special requests in the same format as routine requests. These requests require authentication. Requests will be considered valid only when the authentication is made by an officer in the grade of lieutenant colonel for battalion-sized or small units or by an officer in the grade of colonel for units above battalion level. The requesting unit will provide the name, grade, unit, and telephone number of the authenticating officer and the reason the move could not be processed as a routine request. (Insufficient planning is not a valid reason for making a special request.) Special requests, regardless of the reason, will not be processed on Fridays after 1200 or on host-nation holidays. Host nations are not obligated to honor requests submitted outside the times shown at http://www.2tsc.army.mil/1_tmca/.

c. Emergency Requests. Unit commanders will submit requests for emergency movements to the MCT or BMCT servicing the area where the emergency occurs. After normal duty hours, commanders will contact the 1st TMCA or Theater Movement Control Center (TMCC).

(1) The MCT or BMCT cannot provide movement credits after duty hours. Host-nation movement offices close early on Fridays and are closed on host-nation holidays.

(2) In countries where there is no MCT or BMCT, unit commanders will contact the local host-nation police in case of emergency.

d. Request for Exception to Policy (Travel Periods).

(1) Commanders with a requirement to move during restricted travel periods will submit a request for exception to policy to their servicing MCT or BMCT. The MCT or BMCT will forward the request to the battalion headquarters for action. Requests are valid only when authenticated by a lieutenant colonel for battalion-size and small units or by a colonel for units above battalion level. Movements will not take place until the movement credit is issued by the applicable MCT or BMCT. Commanders will include the following information on these requests:

(a) Unit.

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

(c) Origin and destination of move.

(d) Proposed route.

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

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

(g) Justification for the move.

(h) Authentication POC and telephone number.

(2) The transportation battalion commander 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 kept to a minimum.

(c) Send the following to the Commander, 1st TMCA:

1. Copies of approved and disapproved exception-to-policy requests.

2. Actions for resolution when disagreement occurs between the servicing movement commander and the Logistics Center.

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

16. DIPLOMATIC TRANSIT CLEARANCES

a. Military transportation assets (other than NTVs that are not carrying cargo requiring a host-nation customs document) must have a diplomatic transit clearance approved by the host nation before crossing the following international borders:

(1) From Germany to Austria, the Czech Republic, Denmark, France, or Poland.

(2) From Italy to Austria or Slovenia.

(3) All movements crossing into or out of Albania, Bosnia and Herzegovina, Bulgaria, Croatia, Greece, Hungary, the Republic of Macedonia, Romania, and the Ukraine.

b. Diplomatic transit clearances will be processed by the MCT through the TMCC during the movement planning and tasking phase. The TMCC will coordinate with the proper officials in each host nation to obtain the diplomatic transit approval.

c. Host nations routinely change the requirements for diplomatic transit clearances for their countries. For current information check the 1st TMCA Web site at http://www.21tsc.army.mil/1_tmca.

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 (USAREUR Reg 385-55). 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 stimulate safety awareness. These programs will be conducted as prescribed by USAREUR Regulation 385-55.

18. ACTIONS IN CASE OF AN ACCIDENT

Drivers involved in accidents will—

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

b. Warn other motorists of any existing highway hazard.

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

d. Release their military vehicles only to appropriate U.S. authorities. Appropriate authorities will investigate each accident involving a Government-owned vehicle or rented administrative-use motor vehicle as required by AR 190-5, AR 190-45, FM 21-305, and AE Regulation 385-40.

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

(2) Unit commanders will prepare safety reports according to AE Regulation 385-40 to identify and correct safety risks.

(3) Unit commanders will perform a separate collateral investigation to determine liability, for use in legal defense, and to ensure the rights of the U.S. Government are not prejudiced by an admission of liability that could obligate the U.S. Government (AR 15-6, AR 27-20, and AR 385-40).

(4) Neither drivers nor passengers will express oral or written opinions to claimants or agents concerning liability, investigation findings, or the possibility of a claim approval. Neither drivers nor passengers will make official accident investigation reports available to a claimant or any individual or representative of any non-U.S. Army organization, including host-nation police.

(5) Unit commanders will take appropriate action when drivers fail to report an accident.

19. SAFETY MEASURES

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

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

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

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

- e. Glass areas of U.S. Army vehicles must be free of posters, stickers, cracks, discoloration, and nontransparent material that could impair the driver's vision or create a hazard.
- f. Light lenses will be kept clean. Operators of military motor vehicles on public roads and highways will use lights from dusk through the hours of darkness and at other times when necessary. 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 USAREUR Regulation 385-55. Troops will not be transported in the back of cargo vehicles when outside of training areas. 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 it during transport. Cargo must be restrained to prevent movement from front to rear, side to side, and up and down.
- i. Drivers of emergency vehicles (fire department, police, medical) will—
- (1) Drive in a manner that does not endanger life or property. Drivers will comply with speed restrictions and other traffic regulations. Drivers also will give 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 it is evident that other traffic has yielded the right-of-way in response to the emergency vehicle signal (visual, auditory). Emergency vehicles will never be driven in a manner that endangers life or property.
- j. When a vehicle is disabled (including accident sites)—
- (1) Unit commanders will ensure that two highway warning devices (reflective triangles, reflective cones, or blinking lights) are used in accordance with the host-nation requirements. These devices must be carried in each military vehicle and used in emergencies.
 - (2) Vehicle crews will use warning devices to warn traffic of the situation. The device should be fully opened before leaving the vehicle and carried as a personal warning device until positioned properly.
 - (3) Recovery personnel will remove disabled vehicles from traffic lanes without delay. Recovery personnel will observe the following when towing vehicles on public highways:
 - (a) No more than one vehicle will be towed behind a motor vehicle on public highways. A towing vehicle must be suitable for that purpose and will tow only a vehicle of smaller or equal size and weight. Drivers will not use vehicles transporting ammunition or hazardous cargo to tow other vehicles.
 - (b) Only a wrecker truck or vehicle with a standard towbar and drag chains will be used for towing. Recovery personnel will use towchains only when wrecker trucks or towbars are not available. Use of towchains will be limited to towing vehicles short distances to clear roadways.
 - (c) Recovery personnel normally will tow vehicles during daylight. Because of the danger of a rear-end collision, vehicles will not be towed during darkness unless necessary to clear roadways. If required during darkness or limited visibility, towing will be done only if vehicles are properly lighted.
 - (4) Recovery vehicles must be equipped with at least one but not more than two functional RAWL. RAWL 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 oversize or overweight vehicle or when drivers cannot maintain minimum speed, RAWL must remain lighted.
 - (5) Towed vehicles must be lighted as follows:
 - (a) The towed vehicle's four-way (emergency) flashers must be on, if available. Taillights must be on (if still operational) and light devices must be free of dirt and unobstructed.
 - (b) Emergency-warning-kit reflectors or other reflective material must be placed on the rear of the towed vehicle to provide clear warning to approaching vehicles. Reflectors will be no higher than 48 inches (1.5 meters) above the roadway. Towed vehicles that cannot be lighted properly or safeguarded by reflective materials will be followed closely by a TEV.

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

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

k. Drivers will ensure that RAWL 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 RAWL (NSN 2590-01-107-9696 for tracked vehicles):

- (1) Oversize, overweight, 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 oversize or overweight vehicle.
- (4) Vehicles in a convoy (para 14d).
- (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 USAREUR Regulation 385-55. Drivers will ensure that the plates are kept clean.

m. Drivers of tracked vehicles operated on roads will mark tracked 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 cellphones and headphones that are not part of approved vehicle equipment.

p. Drivers will not smoke while operating Government vehicles.

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

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

20. BUS OPERATIONS

a. Personnel may be allowed to stand in military buses only on intracity dispatches. The number of people standing must not exceed 50 percent of the authorized seating capacity. Suitable and safe handholds must be provided to prevent injury to standing individuals. A seat must be provided for each child on regular bus runs, and each child must be seated when buses are carrying only children (for example, school runs).

b. A clearly visible line will be painted across the interior of each bus and far enough to the rear of the driver's seat to ensure the driver has an unobstructed side view to both left and right. People who are standing will not be permitted in front of this line.

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. AE Regulation 55-4, paragraph 36, prescribes requirements for physical security of arms, ammunition, and explosives (see also DOD 4500.9-R and AR 190-11).

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

c. Drivers will secure wheeled vehicles by either—

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

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

d. The following vehicles are exempt from the requirements in subparagraphs b and c above:

(1) Vehicles actively employed in tactical exercises.

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

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

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

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

APPENDIX A REFERENCES

SECTION I PUBLICATIONS

Allied Movement Publication-1, Regulations and Procedures for Road Movements

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

Allied Movement Publication-3, Movement and Transportation Documents and Glossary of Terms and Definitions

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

Standardization Agreement 2155, Road Movement Bid and Credit

DOD 4500.9-R, Defense Transportation Regulation

DOD 5100.76-M, Physical Security of Sensitive Conventional Arms, Ammunition, and Explosives

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

AR 25-400-2, The Army Records Information Management System (ARIMS)

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 385-40, Accident Reporting and Records

AR 385-55, Prevention of Motor Vehicle Accidents

FM 21-305, Manual for the Wheeled Vehicle Driver

FM 55-30, Army Motor Transport Units and Operations

USEUCOM Directive 60-11, Common User Logistics in the USEUCOM AOR

AE Regulation 10-5, HQ USAREUR/7A and Select Commands

AE Regulation 55-4/USAFE Instruction 24-203, Safe Movement of Hazardous Goods by Surface Modes

AE Regulation 385-40, Accident Reporting and Records

USAREUR Regulation 385-55, Prevention of Motor Vehicle Accidents

SECTION II FORMS

SF 91, Motor Vehicle Accident Report

OF 346, US Government Motor Vehicle Operators Identification Card

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

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

DD Form 836, Dangerous Goods Shipping Paper/Declaration and Emergency Response Information of Hazardous Materials Transported by Government Vehicles/Containers/Vessels

DA Form 2028, Recommended Changes to Publications and Blank Forms

AE Form 55-1M, Convoy, Oversize/Overweight Vehicle Movement Observation Report

AE Form 55-1N, Road Movement Bid Credit Granted/*Marschanmeldung*

APPENDIX B
TRANSPORTATION RESPONSIBILITY POCs

Organization	Location	DSN Telephone	Civilian Telephone
1st TMCA	Kaiserslautern, Germany	483-8500	49-0631-411-8500
14th Transportation Battalion	Vicenza, Italy	634-8204	39-0444-51-8204
99th MCT (Aviano)	Aviano, Italy	632-8082	39-0434-66-8082
386th MCT (Vicenza)	Vicenza, Italy	634-8597	39-0444-51-8597
497th MCT (Livorno)	Livorno, Italy	633-7774	39-050-54-7774
27th Transportation Battalion	Wiesbaden, Germany	337-5124	49-0611-705-5124
626th MCT (Hanau)	Hanau, Germany	322-7865	49-0618-351-7865
627th MCT (Bamberg)	Bamberg, Germany	460-7074	49-0951-300-7074
39th Transportation Battalion	Kaiserslautern, Germany	483-6320	49-0632-411-6320
606th MCT (Mannheim)	Mannheim, Germany	382-4702	49-0621-779-4702
612th MCT (Kaiserslautern)	Kaiserslautern, Germany	483-7678	49-0631-411-7678
623d MCT (Rotterdam)	Rotterdam, The Netherlands	362-2231	31-10-459-2231
624th MCT (Ramstein)	Ramstein, Germany	480-2968	6371-47-2968
BMCT Sarajevo	Sarajevo, Bosnia and Herzegovina	769-2164	38-761-195-745
RMCT Balkans	Taszar, Hungary	760-4492	36-209-387-877
BMCT Taszar	Taszar, Hungary	760-4285	36-209-469-975
BMCT Tuzla	Tuzla, Bosnia and Herzegovina	762-0203	38-735-814241 ext 762-0203
MCT USKFOR	Cas, FYROM	783-1317	389-258-0312
NOTE: The glossary explains abbreviations.			

APPENDIX C
AE FORM 55-1N PREPARATION INSTRUCTIONS

C-1. TABLE

Table C-1 provides instructions for completing AE Form 55-1N. Instructions are line by line and relate directly to the example in figure C-1. Abbreviations in the table are explained in the glossary.

C-2. FIGURE

Figure C-1 is a sample AE Form 55-1N. The AE Form 55-1N matches the format of the Standardization Agreement (STANAG) 2155.

NOTE: The previous edition of STANAG 2155 had red lines. The new edition has thick black lines in place of the red ones. In either case, the spaces above the red or thick black lines must be completed. For standardization purposes, all blocks described in table C-1 must be completed on AE Form 55-1N as explained.

Table C-1

Instructions for Preparing AE Form 55-1N

Line A, Formation. Enter unit requesting movement (for example, HHC 37th TRANSCOM). HMCTs will standardize entries for each unit of command.

Line B, Nationality. Enter US.

Postage Code. Leave blank. This refers to Federal German postal (*Bundespost*) codes.

Location. Enter the requester's grade and name.

Street/Quarters. Enter the telephone number of requester.

Line C, Superior HQ or organization. Enter the servicing transportation battalion, MCT, or HMCT.

Line F1, Earliest starting time. Enter the requested start-point time by day, time, time zone, and month. If the arrival time is the critical time, leave line F1 blank and enter the arrival time in line F2. The movement headquarters will determine the departure time based on the requester's arrival time.

Line F2, Latest release time. Leave blank if the start-point time is the critical time (the departure time is the controlling time).

Year. Enter the last two digits of the year (for example, 03).

Line I1, No. of vehicles (Wheels). Enter the number of wheeled vehicles (for example, 030).

Line I2, No. of vehicles (Tracks). Enter the number of tracked vehicles (for example, 004).

Line J, Type of heaviest vehicle. Enter the type of heaviest vehicle (for example, M60A3) and how many there are.

***Line K1, Maximum MLC (Wheels).** Enter the military load class of the heaviest vehicle in the convoy for wheeled vehicles (for example, 5-ton truck = 019).

***Line K2, Maximum MLC (Tracks).** Enter the military load class for the heaviest tracked vehicle. If none, enter 000 (for example, M1A3 = 055).

Line K3, Maximum permitted total weight in tons (Wheels). Enter the weight of the heaviest wheeled vehicle in metric tons (for example, 5-ton truck = 018).

Line K4, Maximum permitted total weight in tons (Tracks). Enter the weight of the heaviest tracked vehicle (for example, M1A1 tank = 052).

*Military load classes are listed in the Military Highway Load Classification Guide.

Table C-1**Instructions for Preparing AE Form 55-1N**

Line L1, Maximum width/height/length (Width). Enter the width of the widest vehicle in centimeters (for example, 364).

Line L2, Maximum width/height/length (Height). Enter the height of the highest vehicle in centimeters (for example, 329).

Line L3, Maximum width/height/length (Length of the longest vehicle). Enter the length of the longest vehicle in centimeters (for example, 0821).

Line M1, Vehicle distance (Autobahn). Enter the distance to be maintained between vehicles on the autobahn (for example, 100).

Line M2, Vehicle distance (Other roads). Enter the distance to be maintained between vehicles on roads other than autobahns (for example, 050).

Line N1, Average speed required (Autobahn). Enter the speed to be maintained on the autobahn (for example, 60).

Line N2, Average speed required (Other roads). Enter the speed to be maintained on roads other than autobahns (for example, 40).

Line O1, Number of marching groups. Enter the number of march columns. Normally this will be left blank as march columns are more appropriate for division-sized moves.

Line O2, Number of convoys. Enter the number of convoys (for example, 01). More than one convoy may be appropriate for a battalion or larger sized movement.

Line O3, Packets. Enter the number of march units in the convoy (for example, 02).

Line P1, Total time interval between marching groups. Enter the time interval between march columns only if more than one march column is listed. Normally this will be blank.

Line P2, Total time interval between convoys. Enter the time interval between convoys only if more than one convoy is listed (for example, 10).

Line P3, Total time interval between packets. Enter the time interval between march units only if more than one is listed (for example, 05). Normally this will be blank.

Line Q, Point of origin/Location. Enter point of origin (name of town), UTM map reference, six-digit grid coordinates, and nation code. Coordinates must be accurate to match the German computer system. Units will obtain grid coordinates from the HMCT master list.

Line R, Destination. Enter destination (name of town), UTM map reference, six-digit grid coordinates, and nation code

*Military load classes are listed in the Military Highway Load Classification Guide.

**ROAD MOVEMENT BID CREDIT GRANTED/MARSCHANMELDUNG
(AE Reg 55-1)**

TO BE FILLED IN BY MOV HQ ONLY/INUR VON VERK DST AUSZUFÜLLEN

Movement no./Marschkredit Nr.		F 1		Organization no./Dienststellen Nr.	
A. Formation/unit to be moved/Marschierender Verband/Einheit HHC 37th TRANSCOM			B. Nationality/Nationalität U.S.		
Postal code/Postleitzahl		Location/Ort SFC SMITH			
F 2		Street/Quarters/Straße/Unterkunft DSN 123-4567			
C. Superior HQ or organization/Vorgesetzte KDO Behörde bzw. Dienststelle HMCT MAINZ					
F.1. Earliest starting time/Früheste Ablaufzeit 150800 L APR 2005		and/or und/oder		2. Latest release time/Späteste Auslaufzeit Year/Jahr 05	
I. No. of vehicles/Anzahl der KFZ			J. Type of heaviest vehicle/Typ des schwersten KFZ		Number/Anzahl 05
F 3		030	1. Wheels Rad	004	2. Tracks Kette
K. Maximum MLC/Höchste MLC			Maximum permitted total weight in tons/Höchstes zul. Gesgew. in To		
019	1. Wheels Rad	055	2. Tracks Kette	018	3. Wheels Rad
				052	4. Tracks Kette
L. Maximum width/height/length/Größte Breite/Höhe/Länge					
364	1. Width/Breite cm	329	2. Height/Höhe cm	0821	3. Length of the longest vehicle Länge für längstes KFZ
M. Vehicle distance/KFZ Abstand			N. Average speed required/Geforderte Marschgeschwindigkeit		
100	1. Autobahn m BAB	50	2. Other roads m Sonstige Str.	60	1. Autobahn km/h BAB
				40	2. Other roads km/h Sonstige Str.
O. Number of marching groups (1)/Number of convoys (2)/Packets (3)/Anzahl der Marschgruppen (1)/Einheiten (2)/Teileinheiten (3)					
	(1)		(2)		(3)
			01		02
P. Total time interval between marching groups (1)/convoys (2)/packets (3)/Summe der Marschabstände zwischen Marschgruppen (1)/Einheiten (2)/Teileinheiten (3)					
F 4		(1)	(2)	(3)	
		min	10 min	05 min	
Q. Point of origin/Location/Aufkommensort/Ortsangabe OBERURSEL		and/or und/oder		UTM REF MA 650620	Nation code/Ländercode GE
R. Destination/Marschziel/Ortsangabe KAISERSLAUTERN		and/or und/oder		UTM REF MV 099781	Nation code/Ländercode GE

AE FORM 55-1N, JUN 03

This edition replaces AE Form 55-1N, dtd Mar 87, which is obsolete.

Figure C-1. Sample AE Form 55-1N

GLOSSARY

SECTION I ABBREVIATIONS

1st TMCA	1st Transportation Movement Control Agency
21st TSC	21st Theater Support Command
ABS	antilock breaking system
ADR	<i>Accord Européen relatif au Transport International des Marchandises dangereux par Route</i> (European Agreement Concerning the Transportation of Hazardous Goods by Highway)
AE	Army in Europe
AEPUBS	Army in Europe Publishing System
AIS	accident information sheet
ALOC	air lines of communication
AMovP	Allied Movement Publication
AOR	area of responsibility
BMCT	branch movement control team
CG, USAREUR/7A	Commanding General, United States Army, Europe, and Seventh Army
CUCV	commercial utility cargo vehicle
DMC	distribution management center
DOD	Department of Defense
DOT	United States Department of Transportation
DTG	date/time group
DTO	division transportation office
ECIP	European Compliance Inspection Program
FYROM	Former Yugoslav Republic of Macedonia
G4	Deputy Chief of Staff, G4, United States Army, Europe
GVW	gross vehicle weight
HAZMAT	hazardous material
HMCT	highway movement control team
HMMWV	high mobility multipurpose wheeled vehicle
HQ	headquarters
LEV	lead escort vehicle
MCO	movements control office
MCT	movement control team
MLC	military load class
mov	movement
MWO	modification work-order
NCO	noncommissioned officer
NSN	national stock number
NTV	nontactical vehicle
OF	optional form
OPORD	operation order
POC	point of contact
POL	petroleum, oils, and lubricants
POV	privately owned vehicle
RAWL	rotating amber warning lights
SF	standard form
STANAG	standardization agreement
TEV	trail escort vehicle
TMCC	Theater Movement Control Center
U.N.	United Nations
U.S.	United States
USAREUR	United States Army, Europe
USEUCOM	United States European Command
UTM	Universal Transversal Mecatorprojektion

SECTION II TERMS

1st Transportation Movement Control Agency (1st TMCA)

A subordinate command of the 21st Theater Support Command serving as the executive agent for movement control in areas where Army units are designated as “dominant user” or “most-capable service provider” for traffic management by USEUCOM Directive 60-11.

activity

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

Allied Movement Publication (AMovP)

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

ammunition and hazardous cargo

All classes of dangerous goods identified under national and international transportation regulations. This includes ammunition, explosives, compressed gases, fuels, poisons, corrosives, and lithium batteries. This includes the terms “HAZMAT” and “dangerous goods” (DOD 4500.9-R and AE Reg 55-4).

branch movement control team

Subordinate to a movement control team, a team that coordinates customer-convoy or march-credit requirements with highway movement control teams.

checkpoint

A transportation-coordination reference point on the military highway basic network map. This point is the reference for verifying the accuracy of road distances and time schedules for movement requests.

commercial design vehicle

A motor vehicle designed for civilian use and procurable from commercial sources. These vehicles will receive maximum use to meet general transportation requirements.

control point

A position along a route of march at which personnel are stationed to give information and instructions to regulate supplies or traffic (Allied Movement Publication-3).

controlled route

A route, the use of which is subject to traffic or movement restrictions, which may be supervised (Allied Movement Publication-3). The following are types of controlled routes:

- **dispatch route.** In road traffic, 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.** In road traffic, a specific route allocated exclusively to an authority or formation.
- **supervised route.** In road traffic, a roadway over which limited control is exercised by means of traffic-control posts, traffic patrols, or both. Movement authorization is required for its use by a column of vehicles or a vehicle of exceptional size or weight.

convoy

A group of vehicles organized for the purpose of control and orderly movement with or without escort protection (Allied Movement Publication-1). A movement credit is required when the number of vehicles equals or exceeds the numbers indicated for the following countries:

- | | |
|---|--|
| ● Belgium: peacetime 20, wartime 20 | ● Greece: peacetime 10, wartime 10 |
| ● Bosnia: peacetime 7 | ● Hungary: peacetime 6 |
| ● Bulgaria: peacetime 6 (can be waived if required) | ● Italy: Peacetime 7, wartime (see note below) |
| ● Croatia: peacetime 7 | ● Kosovo: peacetime 15 |
| ● Denmark: peacetime 31, wartime 31 | ● Luxembourg: peacetime 20, wartime 20 |
| ● France: peacetime 10, wartime 20 | ● Netherlands: peacetime 10, wartime 20 |
| ● Germany: peacetime 11, wartime 31 | ● Romania: peacetime 6 (can be waived if required) |

NOTE: Below are Italian convoy requirements in Italy in time of war. Over—

- a. Dispatch routes, a movement credit is needed for convoys or columns of more than 19 vehicles.
- b. Reserved routes, an authorization or movement credit is needed for every movement (even for a single vehicle).
- c. Supervised routes, the minimum number of vehicles by which a movement credit is determined will be specified by the military authority supervising the routes.

convoy commander

The person in charge of the vehicles and operating personnel of a convoy, as designated by the person authorizing the movement. The convoy commander will be the senior officer, noncommissioned officer, or soldier with the convoy, if there is no specific appointment.

convoy element

The following are elements of a convoy:

- **march column.** A group of vehicles moving under a single column commander over the same route at the same time in the same direction. A column may be composed of a number of organized subelements (Allied Movement Publication-1).
- **march unit.** A subdivision of a serial. A march unit moving and halting under the control of a single commander using voice, visual signal, or radio.
- **serial.** A major subdivision of a march column moving under a single commander for planning, regulation, and control purposes.

critical point

Any point along a route where interference with a movement may occur.

dangerous goods or dangerous cargo

See ammunition and hazardous cargo.

express highways

Includes autobahns in Germany, *Autoroutes* in Belgium and France, *Autowegs* (excluding use for convoys or oversize or overweight movements) in the Netherlands, and *Autostrada* in Italy.

gross vehicle weight

The weight of the vehicle plus the weight of the load.

hazardous material (HAZMAT)

See ammunition and hazardous cargo.

highway movement control team

An element of the transportation battalion that coordinates with the appropriate area host-nation authority for passing march credits and movement bids to the requesting unit. The highway movement control teams in Germany work directly with and are often collocated with the local Logistics Command.

infiltration

The movement of vehicles into a roadway either by small groups (two or three vehicles) or individually at extended or irregular intervals.

military road maneuver network

The road system required by a commander for conducting a specific operation and providing logistic support for that operation.

movement bid

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

- **change.** A request initiated by a unit to modify an existing movement bid.
- **emergency.** Bids requiring immediate movement action (for example, providing disaster relief, preventing injury or loss of life, evacuating disabled vehicles) to avert a potential hazard on public roads.
- **exception to policy.** A routine movement bid that falls during a restricted movement period. An exception to policy requires authentication.
- **late.** A routine movement bid that does not meet the minimum times. Late requests will be processed in sequence and are not guaranteed to move on the requested date.
- **routine.** Bids for movement that meet the established times for submission.
- **special.** High-priority bids or changes to an original request that do not meet the minimum times established for routine movement bids. Special march credits are not routinely granted.

NOTE: More specific information can be found on the 1st TMCA Web site at http://www.21tsc.army.mil/1_tmca.

movement control team

A team subordinate to a transportation battalion exercising movement control and highway regulation within an assigned geographic area.

movement credit (also known as march credit)

The allocation granted to one or more vehicles to move over a controlled route in a fixed time according to movement instructions. Permission is granted to the moving unit by the host-nation authority through the servicing movement control team.

movement number

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

nontactical vehicle (NTV)

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

oversize vehicle

A vehicle, or combination of a vehicle and load, that exceeds the legal dimensions of width, length, or height imposed by the host nation. Table 2 provides information about oversize vehicles.

overweight vehicle

A vehicle, or combination of a vehicle and load, that exceeds the legal gross vehicle weight or any individual axle loadings set by the host nation. Table 2 provides information on overweight vehicles.

pacesetter

An experienced commissioned officer or noncommissioned officer who rides in a vehicle at the head of each element in the march column and maintains the rate of march needed to meet the established schedule. (In the Netherlands, the pacesetter is the escort. No other pacesetter is authorized.) When the host nation provides an escort, the escort vehicle will be the pacesetter.

permissible operating distance

The maximum distance in a given direction to which an activity normally will dispatch administrative-use vehicles. AR 58-1, appendix B, prescribes using a one-way distance of 100 miles as a guide when establishing nontactical vehicle permissible operating distances (PODs). Area support group and base support battalion commanders may establish a larger POD based on the needs of their customers. Commanders must consider driver experience, distance, weather, traffic conditions, and other factors when conducting risk assessments for expanding the POD. This is especially important for trips to be completed in less than 1 day.

STANAG (NATO Standardization Agreement)

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

transportation battalion (movement control)

Subordinate commands of the 1st Transportation Movement Control Agency that provide movement control services within assigned geographic areas.