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HEADQUARTERS US AIR FORCES  
EUROPE**



**UNITED STATES AIR FORCES IN  
EUROPE - UNITED STATES AIR  
FORCES IN AFRICA INSTRUCTION  
24-209**

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**Transportation**

**TRANSPORTATION OF EXPLOSIVES  
ON PUBLIC ROADS IN THE UNITED  
KINGDOM (UK)**

**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

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This instruction implements and extends information from (AFPD) Air Force Policy Directive 24-2, *Preparation and Movement of Air Force Materiel*, 27 April 2011. The provisions of this instruction are applicable to all elements of the US Air Force, including Air National Guard and Reserve forces, and other US Forces (USF) in the United Kingdom (UK) in accordance with ECM 4301.01, *Common User Logistics (CUL) in the USEUCOM AOR*, 1 April 2008, ECM 4504.01, *Transportation Management within the USEUCOM Area of Responsibility*, 8 Aug 2013, DoD 4500.9-R, *Defense Transportation Regulation (DTR)*, 1 November 2010, AFI 24-203, *Preparation and Movement of Air Force Cargo*, 2 November 2010, USAFE Instruction 23-104, *USAFE Command Dangerous Goods Program*, 31 May 2012, AFMAN 91-201, *Explosives Safety Standards*, 12 January 2011, NATO Standardization Agreement (STANAG) 4441 and Allied Movement Publication (AMovP)-6, *Allied Multi-Modal Transportation of Dangerous Goods Directive*, STANAG 2454 and Allied Movement Publication (AMovP)-1(A), *Road Movements and Movement Control, Munitions Memorandum of Arrangement between the Government of the United States of America and the Government of the United Kingdom of Great Britain and Northern Ireland Concerning the Import, Export, Transportation, Safety, Security, Storage and Disposal of US Explosives and Weapons in the UK and the Approval, Use and Safety of Ground Ranges*, October 1997 (Short Title: *The Munitions MOA*), *Memorandum of Agreement Regarding the Off Base Bearing and Transport of Firearms and Munitions by United States Visiting Force Personnel within the United Kingdom*, Sep 2014, DoD Standard

(STD) 6055.9, *Ammunition and Explosives Safety Standards*, the United Nations (UN) “*Recommendations on the Transport of Dangerous Goods*,” commonly known as the “UN Orange Book,” JSP 482, *Ministry of Defence Explosives Regulations*, January 2013, the *International Maritime Dangerous Goods Code (IMDG)*, GB Statutory Instrument 1348, *The Carriage of Dangerous Goods and Use of Transportable Pressure Equipment Regulations 2009*, Statutory Instrument 1885, *The Carriage of Dangerous Goods and Use of Transportable Pressure Equipment (Amendment) Regulations, 2011*, *UK Carriage of Dangerous Goods: Approved Derogations and Transitional Provisions*, and the *European Agreement Concerning the International Carriage of Dangerous Goods by Road (ADR)*. JSP 800 Volume 4b, *Dangerous Goods by Road, Rail, and Sea*, September 2011, is used by the MoD for the movement of dangerous goods and is used by US Forces to obtain MoD points of contact regarding movement of dangerous goods and information for obtaining exemptions. Ensure that all records created as a result of processes prescribed in this publication are maintained IAW Air Force Manual (AFMAN) 33-363, Management of Records, and disposed of IAW Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS). Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the AF Form 847, *Recommendation for Change of Publication*; route AF Forms 847 from the field through the appropriate functional chain of command. The authorities to waive requirements in this publication are identified with a Tier number (T-0, T-1, T-2, T-3) following the compliance statement. See AFI 33-360, *Publications and Forms Management*, for a description of the authorities associated with the Tier numbers. Submit requests for waivers through the chain of command to the appropriate Tier waiver approval authority, or alternately, to the Publication OPR for non-tiered compliance items.

### ***SUMMARY OF CHANGES***

This document is substantially revised and must be completely reviewed. Major changes include Tier Waiver Authority added throughout the publication. This document updated references and organizational changes, revised Attachment 3, and added Attachment 4, Tables 1 and 2. Additionally, a change in the OPR was made from 3rd Air Force-UK to Detachment 1, Headquarters-United States Air Forces in Europe, which is referred to throughout this document as USAFE-UK.

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**1. General.** This instruction provides guidance for transporting explosives over UK public roads. It defines terms used in association with off-base munitions/explosives movements. Although UK dangerous goods legislation has been, to a great extent, harmonized with the ADR, there are country specific differences. When referring to ADR always consult The Carriage of Dangerous Goods and Use of Transportable Pressure Equipment Regulations (CDG), Statutory Instrument (SI) 1348 as amended by SI 1885 and UK Department for Transport, Carriage of Dangerous Goods: Approved Derogations and Transitional Provisions (ADTP). AMovP-6 (STANAG 4441) is designed to complement existing international commercial modal DG regulations, rather than duplicating them. Furthermore, the intent of AMovP-6 is to highlight processes critical to military operations, by clarifying and expanding areas of particular interest to Alliance policies and activities. This publication contains pertinent NATO-specific information and guidance. Accordingly, this publication must be used in conjunction with specific modal DG regulations.

**2. Routes and Police Notification:**

2.1. A preplanned route will be used for all US Forces UN Class 1 movements. The route will be determined by the unit authorizing the journey. Routes will be part of a security plan as required by DTR, ADR, USAFI23-104, and 49 CFR (T-0).

2.2. Munitions movements of 3 metric tonnes Net Explosive Weight (NEW) or less of UN Hazard Class/Division 1.1 shall be routed away from highly populated areas and congested motorways. Certain local authorities are authorized by acts of parliament to prohibit or restrict the movement of explosives within areas under their specific control. Local authorities will be approached for special advice, the route must be agreed with relevant police authorities in advance and police must be informed when the move is scheduled to take place.

2.3. When moving over 3 metric tonnes NEW of Hazard Class/Division 1.1, the consignor must also submit a munitions movement notification as required by the *Memorandum of Agreement Regarding the Off Base Bearing and Transport of Firearms and Munitions by United States Visiting Force Personnel within the United Kingdom, Sep 2014*. The notification is sent to USAFE-UK/A4 ([unsafe-uk.a4@us.af.mil](mailto:unsafe-uk.a4@us.af.mil)) using the format in Attachment 2 at least 72 hours prior to movement.

2.4. Restrictions are in force for vehicles carrying dangerous goods passing through tunnels. Each road tunnel is allocated a code letter by the tunnel authority which indicates the substances and articles prohibited for transiting the tunnel. Where a load is not permitted to pass through an alternative route must be planned. Further information is provided in ADR 1.9.5. and 8.6. For full tunnel details and codes see <https://www.gov.uk/government/publications/adr>. For codes allocated to UK tunnels see ([http://www.unece.org/fileadmin/DAM/trans/danger/publi/adr/1.9/tunnels\\_UK\\_01-2010.pdf](http://www.unece.org/fileadmin/DAM/trans/danger/publi/adr/1.9/tunnels_UK_01-2010.pdf)).

### 3. Management of Training, Certifications and Supplemental Briefings:

3.1. Installation Dangerous Goods Advisors (IDGA) are the focal point for DG training regardless of UN Hazard Class . For UN Hazard Class 1, special training courses are established IAW USAFEI 23-104, Attachment 5 and Attachment 11.

#### 3.2. Appointment and Training:

3.2.1. Technical Specialist training is limited to Air Force Specialty Code(s) (AFSC) – Munitions Systems (2W0X1), Explosive Ordnance Disposal (3E8X1), Security Forces (3P0X1) (T-0). These AFSCs require the following:

3.2.1.1. MoD Explosive Familiarization course - Authorized Representative (AR) Training.

3.2.1.2. U.S. specific requirements briefing provided by the IDGA. Once the briefing is accomplished the individual must be appointed on orders (USAFE Form 67B, *Certifier for Dangerous Goods and Hazardous Waste Movements Appointment Order-Mode Surface*) prior to accomplishing dangerous goods certifier, explosive laden vehicle releaser or other order specified duties. Order will reflect unit specific requirements and will not be a blanket approval for all UN Class 1 items (T-0).

3.2.2. All others not identified with AFSCs specified above in para 3.2.1., require the following:

3.2.2.1. MoD Explosive Familiarization course - Authorized Representative (AR) Training.

- 3.2.2.2. Full ADR or IMDG training. Only personnel trained IAW USAFEI 23-104, or other recognized courses and appointed on orders (USAFE Form 67B, *Certifier for Dangerous Goods and Hazardous Waste Movements Appointment Order-Mode Surface*) can accomplish dangerous goods certifier, explosive laden vehicle releaser or other order specified duties.
- 3.2.3. IDGAs screen AR course candidates to determine their role in the UN Class 1 movement process.
- 3.2.4. MoD AR training also fulfills driver/crew awareness training for below ADR threshold movements. IDGA provides a US specific supplemental briefing in conjunction with the MoD AR training, records training, and issues appropriate training certificates.
- 3.2.5. Personnel who do not have the required training under USAFE 23-104, will contact their IDGA to arrange additional training or supplemental briefings as required.

#### 4. Classification of Explosives:

- 4.1. It is imperative to be aware of the NEW of items before releasing a vehicle transporting explosives. Use the Joint Hazardous Classification System (JHCS) to classify ammunition and explosives. Access to the JHCS can be made through the Defense Ammunition Center at <https://www3.dac.army.mil/>. The JSP 482, *Ministry of Defence Explosives Regulations*, January 2013, recognizes the US JHCS classifications. Refer to USAFEI 23-104 for further guidance.
- 4.2. Articles, Explosive, N.O.S. UN 0349 through 0356, 0462 through 0472, and Fireworks, UN 0333 through 0337, or explosive articles and ammunition with Interim Hazard Classification issued by a DOD authority require coordination with the ADR competent authority of the first country Contracting Party to ADR reached by the consignment. The coordination is based on the national stock number identified in the approval document listed in JHCS. The owning unit and Wing DGA of that unit will maintain the approval document on file to enable future movements. Units which do not have CA approval letters for these items on file need to contact their wing DGA to arrange for the approval. The recognition process of the DOT or DOD classification documents for these UN numbers or IHCs may be lengthy. Therefore, the units owning such items should not wait until time of shipment to achieve the recognition. A copy of the approval shall be provided to the Command DGA and to USAFE Theater Ammunition Control Point (TACP) for distribution to other USAFE munitions unit storing the same item.
- 4.3. Explosives with Not Otherwise Specified (N. O. S.) designations or with Interim Hazard Classifications (IHC) moving within the UK require coordination with the MoD Explosive Storage and Transport Committee. Provide details of these items to USAFE-UK/A4 and responsible IDGA seven days prior to anticipated movement date.
- 4.4. When converting explosive weights use the following conversion factors: 1 kilogram = 2.2046 pounds; 2,204.6 pounds = 1 metric tonne . **NOTE: NEW (Net Explosive Weight), NEM (Net Explosive Mass) (NATO/UK term) and NEQ (Net Explosive Quantity) are often used to convey the same meaning in the UK.**

## 5. Advance Notification of Explosive Movements:

5.1. Notification of explosive movements is accomplished in three phases. All notification contacts are to be logged by both releaser and receiver.

5.1.1. Phase I is the initial contact (at least 72 hours prior) between releaser/receiver.

5.1.2. Phase II informs the receiver that a shipment of explosives is about to be released.

5.1.3. Phase III is the final notification that vehicle(s) conveying explosives have departed. It includes confirmation from the receiver that the vehicles have arrived at their destination.

5.2. For all explosive shipments:

5.2.1. Prior to releasing ammunition and explosive shipments the consignor will follow the positive inbound clearance procedures identified in ECM 4504.01, Enclosure B, Para 11, in conjunction with procedures established in DTR, Part II, Chapter 205. Additionally, the consignor will inform the installation/wing DGA. The required information must include carrier name, crew names, identification card reference, quantity, hazard classification, UN numbers, NEM, and type of protective service required, if any. The consignee must be notified as soon as possible but not less than 72 hours before the release (not applicable to emergency operations). The consignee will respond IAW ECM 4504.01, Enclosure B, Para 11 b. The consignor will notify the consignee of departure time, which includes any changes when the vehicle is released. The mode operator will be instructed to report any delays during the journey to the consignee.

5.2.2. As part of Phase I, the releaser will notify USAFE-UK/A4, using the template at Attachment 2, at least 72 hours prior to departure for road movement of munitions which **(T-0)**:

5.2.2.1. Exceeds 3 metric tonnes (6,613.8 pounds) NEW of explosive Hazard Class/Division 1.1 in a single vehicle or aggregate, i.e. a convoy.

5.2.2.2. Requires armed personnel to accompany the road movement (see para 10.5.).

5.2.2.3. Requires more than one vehicle (convoys).

5.2.3. Shipping irregularities must be reported to the respective Unit and Installation DGAs.

## 6. Road Transportation of Small Quantities:

6.1. Vocational training certificates and notifications are not required when carrying certain quantities of explosives. It is still essential that the driver and attendant be knowledgeable of the hazards associated with the material being transported. The following are excepted small quantities for transportation within UK as prescribed by ADR para 1.1.3.6.2 and 1.1.3.6.3, SI1348 as amended by SI1885 and Carriage of Dangerous Goods: Approved Derogations and Transitional Provisions and subsequently issued SIs and derogations:

6.1.1. One point four (1.4) S in any quantity.

6.1.2. One point four (1.4) B, C, D, E, F, G, and 1.6N up to a total of 500kg NEM.

6.1.3. One point one (1.1) B to 1.1J/1.2B to 1.2J/1.3C, 1.3G, 1.3H, 1.3J/1.5D up to 50kg NEM.

6.1.4. There is no exemption for compatibility group (CG) "A" or "L" of any HD.

6.1.5. Any other than the above, up to a total of 50 kg NEM.

6.1.6. Refer to UK Department for Transport (DfT), Carriage of Dangerous Goods: Approved Derogations and Transitional Provisions, current version, for the maximum quantity permissible per transport unit. This document can be located at: (<http://assets.dft.gov.uk/publications/carriage-of-dangerous-goods-approved-derogations-transitional-provisions/approved-derogations-transitional-provisions.pdf>)

6.2. For movement of small quantities of explosives that meet the para 6.1.1 - 6.1.5. definitions, the following are not required:

6.2.1. Placard/Plate the vehicle.

6.2.2. Have a vocationally trained driver (driver still needs a health and safety briefing).

6.2.2.1. Drivers of government vehicles are required to meet explosives safety training requirements per AFMAN 91-202, paragraph 9.11.3 and AFI 91-201, para 7.9. (Refer to USAFEI23-104 paragraph 8.7.6 for additional guidance.

6.2.3. Provide Instructions in Writing.

6.2.4. Meet any type of approved vehicle construction requirements; however the vehicle must be serviceable.

6.3. For movement of small quantities of explosives that meet the para 6.1.1.- 6.1.5. definitions, the following are still required:

6.3.1. An attendant.

6.3.2. A vehicle where the load compartment is separated from the crew, not a single compartment vehicle, unless the load comprises Hazard Class/Division /CG 1.4S only.

6.3.3. Carry appropriate fire extinguishers IAW ADR Chapter 8.1, para 8.1.4.

6.3.4. Provide Notice to Crew level briefing.

6.3.5. Transport document.

6.4. Security Forces Squadrons (SFS) Military Working Dog (MWD) sections transport small amounts of explosives to conduct training. Advance coordination and notification with MDP is not required when SFS is moving MWD explosives in quantities outlined in para 6 of this instruction.

## **7. Placarding and Labeling Requirements:**

7.1. Dangerous Goods certifiers performing Authorized Releaser duties must apply the requirements of ECM 4504.01 USAFEI23-104, and AFMAN91-201 to ensure compliance with US dangerous goods regulations.

7.2. Placards (Danger Signs). Vehicles carrying ammunition in excess of the quantities given at para 6.1 above will display three orange and black colored hazardous Hazard

Class/Division /CG placards, (ADR, Chapter 5.3, subsection 5.3.1.5.1). One affixed to each side of the load carrying compartment and one on the rear. When a container is carried on a vehicle, four placards will be attached to the container instead of the vehicle. When placards are placed on containers they must be placed on the front, rear and each side of the container. These procedures must be followed unless exempt by the quantities given in para 6.1.

7.2.1. Unless containers are being transported to or from a seaport or aerial port as part of a multi-modal journey, where two or more containers carrying explosives of different hazard divisions are loaded on the same vehicle, the vehicle is still regarded as a single load and is to be placarded according to the highest hazard division (ADR Chapter 5.3, subsection 5.3.1.1.2). This may be achieved in two ways:

7.2.1.1. By covering the container placards and placarding the vehicle itself with the highest HD.

7.2.1.2. By leaving the placards on the container carrying the highest HD and covering the others. This may require the display of an additional “worst case” placard on the rear of the rear-most container while being transported by road.

7.3. Labels. The DD Form 1387, *Military Shipping Label*, July 1999, shall be applied to containers in accordance with the current MIL-STD-129. This standard provides the minimum requirements for military marking and procedures for their application. Affix labels in a secure manner using a weatherproof pouch to protect the label from deterioration or loss during transit.

## 8. Vehicle Requirements:

8.1. Vehicles transporting explosives are restricted to the maximum allowable limits shown in ADR as amended by the *UK Carriage of Dangerous Goods: Approved Derogations and Transitional Provisions*, currently Road Derogation 6 permits the following change to ADR: “The Table in ADR 7.5.5.2.1 may be treated as being amended so that the total quantity of class 1 explosive articles in compatibility groups C, D, E or J and division 1.1 carried on one EX/II vehicle shall not exceed 5,000 kilograms.” Always use the ADR in conjunction with the *UK Carriage of Dangerous Goods: Approved Derogations and Transitional Provisions*. Use the following table for UK movements:

**Table 1. Maximum Allowable Limits.**

| Transport Unit | Hazard Division | 1.1   |         |              | 1.2    | 1.3    | 1.4          |           | 1.5 & 1.6 | Empty uncleaned packages |
|----------------|-----------------|-------|---------|--------------|--------|--------|--------------|-----------|-----------|--------------------------|
|                | CG              | A     | C,D,E,J | Other than A |        |        | Other than S | S         |           |                          |
| EX/II          |                 | 6.25  | 5,000   | 1,000        | 3,000  | 5,000  | 15,000       | Unlimited | 5,000     | Unlimited                |
| EX/III         |                 | 18.75 | 16,000  | 16,000       | 16,000 | 16,000 | 16,000       | Unlimited | 16,000    | Unlimited                |

**\* In accordance with ADR 7.2.4, during intermodal operations to/from UK waterports, rail terminals or airports the NEW limit is 16,000 kg.**

8.2. The limits in ADR 1.1.3.6.3 will be used/read in conjunction with *UK Carriage of Dangerous Goods: Approved Derogations and Transitional Provisions, UK Road Derogation 5*. For road movements within the UK, substitute ADR 1.1.3.6.3 TC 1 and TC 2 with TC 1A and TC 2A below:

**Table 2. Maximum Total Quantity Per Transport Unit (Same Category).**

| Transport Category | Substances or articles<br>Packing group or classification code/group or UN no. | Maximum total quantity per transport unit |
|--------------------|--|---|
| 1A                 | Class 1: 1.1B to 1.1J/1.2B to 1.2J/1.3C/1.3G/1.3H/1.3J/1.5D                    | 50  |
| 2A                 | Class 1: 1.4B to 1.4G and 1.6N   | 500                                       |

8.3. There are no legal reasons why Class 1 cannot move in the same container transport unit as non-dangerous goods. However, consideration must be given to the potential risks in contributing to damage (e.g. fragmentation), segregation, and clearing DG in the event of an incident. Dunnage and securing materials should be kept to a minimum. Where non-dangerous goods and Class 1 are to be loaded to the same vehicle, all units concerned must agree to the transport operation, based on a full risk assessment.

## 9. Segregation:

9.1. Use appropriate modal regulations for segregation requirements. If a conflict exists contact the IDGA.

## 10. Attendants and Armed Escorts:

10.1. For security of explosives consult DOD 4500.9R, *Defense Transportation Regulation, Chapter 205*, Transportation Protective Services and ECM 4504.01, *Transportation Management within the USEUCOM Area of Responsibility*, 8 Aug 2013. The driver will be accompanied by an attendant when a vehicle is being used for the carriage of explosives.

10.2. The attendant must understand the nature of the danger and take preventive action in case of emergencies. Attendants:

10.2.1. Are responsible for safety of the consignment throughout the journey.

10.2.2. Must ensure constant surveillance is maintained until load is secured at the designated destination location.

10.2.3. Must ensure vehicles transporting explosives are checked for security of the load after 30 minutes of departure and every 2 hours thereafter.

10.2.4. Must be able to brief the UK emergency services in case of an emergency.

10.3. Convoys. Convoys are normally limited to five vehicles plus a chase vehicle. As a minimum, an attendant is required in the first and last vehicle. Attendants must be able to communicate with each other and the supporting chase vehicle during convoy movements. Attendants will be a member of the USF (active duty only) and fully knowledgeable of the hazards being transported. They must also possess proof of competency i.e., certification of training, etc., and be able to implement precautions to eliminate a hazardous situation and react to an incident (T-0).

10.3.1. A recovery team or chase vehicle must be available to provide another attendant if a vehicle drops out of the convoy due to mechanical problems, incident, or accident. An attendant must remain in a convoy vehicle that becomes disabled. Convoys will not proceed without the proper number of attendants **(T-0)**.

10.4. Military personnel performing attendant duties in commercial vehicles should wear civilian clothing to maintain a low profile during operations. Reflective vests, steel toe boots and hard hats are required if attendants/armed escorts dismount their vehicle in a port staging/loading area.

10.5. Explosives shipments involving armed escorts:

10.5.1. Consult DTR, Part II, Chapter 205 in conjunction with ECM 4504.01, *Transportation Management within the USEUCOM Area of Responsibility*, Enclosure J, 8 August 2013, AFI 31-101, USAFE Sup 1, *Integrated Defense*, 20 July 2015, and other directives to determine if arming is required. For off-base arming procedures, refer to AFI 31-117, *Arming and Use of Force by Air Force Personnel*, 17 March 2015.

10.5.2. HQ USAFE/A4RT will fund Ministry of Defence Police (MDP) arming support for the portion of Defense Transportation System movements that occur within the United Kingdom. Request MDP arming support through USAFE-UK/A4. This is the preferred method of providing armed escort.

10.5.3. Emergency/unplanned/time sensitive armed escort requirements. Arming US Forces personnel requires approval. Only Air Force MAJCOM, combatant commanders, their deputies, vice or deputy commanders can be delegated this approval authority authorizing personnel to bear firearms in the United Kingdom, IAW AFI 31-117 and applicable USAFE supplement. US armed personnel must be fully qualified in the use of force and challenge procedures.

10.5.3.1. When munitions require armed protection, the shipping base is responsible for providing the armed support if MDP is not available. Exception: If the movement is from a UK seaport or UK aerial port, the receiving UK base is responsible for providing armed personnel if MDP is not available. Personnel selected to arm are at the discretion of the appropriate wing or group commander however maintenance and munitions personnel will not be tasked without concurrence of HQ USAFE/A4 **(T-0)**.

10.5.4. Risk categories of explosives are defined in AFI 31-101, USAFE Sup 1.

10.5.5. Refer to the Integrated Defense Plan for additional security requirements and coordination instructions when moving ammunition and explosives.

10.5.6. Refer to para 5.2.2. for USAFE-UK notification.

10.6. Consignments of small arms (rifles, pistols, etc.) must not be transported with a shipment of compatible ammunition in the same vehicle. Unpacked ammunition issued for daily use is excluded if approved by the authority listed in para 10.5.3., above.

**11. Driver's Requirements.** Consult USAFEI 23-104 for driver requirements.

## 12. Documentation:

12.1. Drivers and attendants must have in their possession emergency procedures pertaining to explosive cargo being carried:

12.1.1. Procedures, as a minimum, must cover: Fire precautions, pre-journey checks, actions taken during the journey, actions to take in event of fire (involving/not involving cargo), accident or breakdown, Electro Explosive Devices, and emergency contacts. Information for Crews in Attachment 4 can be used for this purpose, or combined, if appropriate, with other handouts or checklists.

12.1.2. Instructions in Writing (ADR), unless exempted by definition in para 6.1.

12.1.3. Photographic proof of identification.

12.2. Other document requirements.

12.2.1. Dangerous goods transport documents and related information must be completed in accordance with ADR 5.4. All shipments of UN Class 1 items, including those below the threshold of ADR, require transport documents (dangerous goods declaration).

12.3. The documentation must be displayed in a conspicuous location in the vehicle cab and kept in a brightly colored pouch that is clearly visible and accessible to emergency response teams in the event of an accident where the driver and attendant are incapacitated.

## 13. Road Movements:

13.1. Munitions movements are not normally made on weekends, UK bank holidays or during hours of darkness except when associated with import/export via UK docks or terminals. Exceptions are to be coordinated in advance with the releasing/receiving munitions unit.

13.2. 727 AMS will coordinate with all agencies involved with receiving transient munitions from the Air Cargo Terminal or transient munitions storage site at RAF Mildenhall. Additionally, 727 AMS will provide courtesy movement notification to 100 LRS/LGRD when arranging movement of munitions. 727 AMS will arrange pick-up, road clearance and provide Authorized Releaser support. When 727 AMS is unable to provide Authorized Releaser support, they will coordinate with the 100 LRS/LGRD and/or the receiving activity to obtain required support. To ensure a munitions backlog impacting movement capability does not occur, consignees will ensure pickup from the Air Cargo Terminal/transient munitions site is accomplished within 96 hours of notification that the cargo is movement ready.

13.3. Ammunition and explosives destined to UK armed forces or contractors require a competent authority document from the UK Government, or another contracting party to the European Agreement concerning ADR, and must be packed to meet that document's specific requirements to enable movement over public roads and storage at consignee premises.

## 14. Emergencies:

14.1. The driver or attendant of an explosives laden vehicle traveling on public roads must take the following action if the vehicle is involved in an accident or incident:

14.1.1. Ensure that the UK police, fire department and shipper are notified of the situation by the quickest possible means. If explosive ordnance disposal (EOD) is required, notify the Joint Services Explosive Ordnance Disposal Operations Center (JSEODOC) at Didcot, Oxfordshire, UK, through the MOD CARECHEM 24-hr contact. The telephone number is 01235 239 671.

14.1.2. The shipper must also notify USAFE-UK/A4, responsible IDGAs, and the installation SEWs as soon as possible providing details of the situation. During non-duty hours or over the weekend, notification of USAFE-UK/A4, IDGAs, and base SEWs can be accomplished through the respective Command Post. See Attachment 3 for additional information.

14.1.3. Take every precaution to prevent the public from coming in contact with the hazards.

14.2. The driver and attendant must be able to evaluate the situation quickly and take appropriate steps to initiate emergency procedures as required. It is imperative that UK emergency services receive accurate information concerning the emergency situation. The emergency checklist and other associated documentation will be utilized to brief the UK emergency services upon their arrival.

14.3. When accidents/incidents involve ammunition and explosives reporting procedures identified in USAFEI23-104, attachment 2.

## 15. EOD Support:

15.1. In the UK, EOD (explosive ordnance disposal) support is normally provided by civil or MoD EOD units. However, when the installation commander determines an on base situation to be life threatening and/or will have a significant negative impact on the base's operation and also determines that the response urgency precludes waiting for the civil or MoD Joint Services Explosive Ordnance Disposal Operations Centre (JESODOC) response team, the installation commander may utilise US EOD teams. Refer to the *Memorandum of Arrangement Between the Government of the United States of America as represented by the Director of United States Air Forces in Europe-United Kingdom and The Government of the United Kingdom of Great Britain and Northern Ireland as represented by the Head of Secretariat (Air Staff), UK Ministry of Defence concerning The Import, Export, Transportation, Safety, Security, Storage, and Disposal of US Explosives and Weapons in the UK and the Approval, Use and Safety of Ground Ranges*.

15.2. In cases of emergencies or breakdown of a US military owned or contracted vehicle transporting explosives, the JESODOC may contact the nearest command post (see Attachment 3) and ask for assistance.

15.3. Apply ADR, HN legislation and this instruction for the safe transport of ammunition and explosives. Consult AFMAN91-201, [Chapter 8](#), paragraph 8.7.4, 8.10, and 8.11 for EOD functions. In case of emergency response, USAFE EOD units may transport suspect ammunition and explosives using their own transport assets outside of USAFE installations

only under the direct supervision of UK officials, i.e. police or military police. In this case ADR provisions do not apply.

15.4. Documentation during carriage. The following information will be in a folder and kept in a conspicuous position in the EOD vehicle cab:

15.4.1. The HD, NEM and designation of each item of ammunition or explosives carried for the purpose of EOD.

15.4.2. The estimated NEM, HD and description of recovered items.

15.4.3. Emergency information and notice to crews.

15.5. Vehicle Crew. There will be two people in the vehicle when on task. The driver must be qualified to transport the dangerous goods being carried and in possession of a vocational training certificate. The attendant must be knowledgeable of the hazards involved among the assets being transported. The attendant must also possess proof of competency i.e., certification of training, etc., and be able to implement precautions to eliminate a hazardous situation and react to any incidents. If the vehicle has to be left unattended, it must be parked in a discreet place, securely locked and with the alarm switched on, where one is fitted (T-0).

## **16. Command Post and US EOD Actions.**

16.1. Actions for the Command Post and US EOD team are in **Attachment 3**.

DOUGLAS A. COX, Brigadier General, USAF  
Director, USAFE-UK

## Attachment 1

### GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

#### *References*

- AF Policy Directive 24-2, *Preparation and Movement of Air Force Materiel*, 27 April 2011
- USAFE Instruction 23-104, *USAFE Command Dangerous Goods Program*, 31 May 2012
- AFI 24-203, *Preparation and Movement of Air Force Cargo*, 2 November 2010
- AFI 31-101, *Integrated Defense, USAFE Supplement*, 20 July 2015
- AFI 31-117, *Arming and Use of Force by Air Force Personnel*, 17 March 2015
- AFI 91-202, *The US Air Force Mishap Prevention Program*, 24 June 2015
- AFMAN 33-363, *Records Management Program*, 1 March 2008
- AFMAN 91-201, *Explosive Safety Standards*, 12 January 2011
- Department of Defense (DoD) Standard (STD) 6055.9, *DoD Ammunition and Explosives Safety Standards*, 29 February 2008
- JSP 800, *Volume 4b, Dangerous Goods by Road, Rail, and Sea*, September 2011
- JSP 482, *MOD Explosives Regulations*, January 2013
- Military Standard (MIL-STD) 129P, *Military Marking*, 19 September 2007
- The Munitions Memorandum of Arrangement between the United States and the United Kingdom*, October 1997
- ECI 4002.01, *Customs Border Clearance Agency Programs (CBCAP)*, 1 September 2011
- ECM 4504.01, *Transportation Management within the USEUCOM*, 8 August 2013
- Carriage of Dangerous Goods: Approved Derogations and Transitional Provisions (CDG ADTP)
- STANAG 4441 and, *Allied Multi-Modal Transportation of Dangerous Goods Directive – AMovP-6*
- STANAG 2454 M&T (Edition 3), *Road Movements and Movement Control –AMovP1(a)*
- STANAG 2456 CSS (Edition 3), *Movement and Transport documents and Glossary of Terms and Definitions – AMovP-3 (b)*
- European Agreement Concerning the International Carriage of Dangerous Goods by Road (ADR)
- The Carriage of Dangerous Goods and use of Transportable Pressure Equipment Regulations 2009 as amended by SI 1885 (CDG Road & Rail)

#### *Adopted Forms*

- AF Form 847, *Recommendation for Change of Publication*

#### *Abbreviations and Acronyms*

- AFI**—Air Force Instruction

**AFMAN**—Air Force Manual

**ADR**—European Agreement Concerning the International Carriage of Dangerous Goods by Road

**AR**—Authorized Representative (MoD)

**AR**—Authorized Releaser (USAFE)

**GB**—Great Britain

**CG**—Compatibility Group

**CTUS**—Customs Territory of the United States

**DOD**—Department of Defense

**EED**—Electro-Explosive Devices

**ECI**—US EUCOM Instruction

**ECM**—US EUCOM Manual

**EOD**—Explosive Ordnance Disposal

**IDGA**—Installation Dangerous Goods Advisor

**IMDG**—International Maritime Dangerous Goods

**JHCS**—Joint Hazardous Classification System

**JSEODOC**—Joint Services Explosive Ordnance Disposal Operations Center

**JSP**—Joint Service Publication

**MOA**—Memorandum of Arrangement

**MDP**—Ministry of Defence Police

**MOD**—Ministry of Defence

**MWD**—Military Working Dog

**NEM**—Net Explosive Mass (NATO/UK Term)

**NEQ**—Net Explosive Quantity

**NEW**—Net Explosive Weight

**SEW**—Base Explosive Safety

**SFS**—Security Forces Squadron

**STD**—DOD Standard

**TO**—Technical Order

**UK**—United Kingdom of Great Britain and Northern Ireland

**UN**—United Nations

**USAFE**—United States Air Forces in Europe

**USEUCOM**—US European Command

USF—United States Forces

USVF—United States Visiting Force

### *Terms*

**ACPO**—Association of Chief Police Officers. The organization has recently been replaced by National Police Chiefs' Council. It refers to the MOA Regarding the Off Base Bearing and Transport of Firearms and Munitions by United States Visiting Force Personnel within the United Kingdom, Sep 2014 (formerly the Protocol Between Association of Chief Police Officers (ACPO) and the USVF For the Procedures Regarding the Off Base Bearing and Transport of Firearms and Munitions involving USVF).

**Attendant**—An attendant for convoys will be a member of the US Forces. Attendants are to be fully knowledgeable of the hazards involved among the assets being transported. The attendant must also possess proof of competency i.e., certification of training, etc., and be able to implement precautions to eliminate a hazardous situation and react to an incidents.

**Authorized Releaser (AR)** —**Under US rules**, an individual who is formally trained and appointed as a certifier, installation/unit dangerous goods advisor or technical specialist IAW USAFEI 23-104, whose duties include supervising the loading/vehicle release and unloading of vehicles/containers that are used for the carriage of military explosives to ensure operations are carried out safely and IAW regulations.

**Authorized Representative (AR)**—**Under MoD rules**, this is a person trained to the provisions of JSP 800 4b. It is similar training US personnel receives through training identified in DTR Part II. The training focus is on regulations governing the transportation of UN Class 1 Explosives by road, rail, sea and air. The course covers all the regulations, classification, packaging, stowage and handling involved in the transportation of explosives. The syllabus covers the following topics: Explosives Regulations, National/International/EU, Responsibilities (Road & Rail), Responsibilities (Sea), Responsibilities (Competent Persons), Regulations (AR), Documentation, Load Checks, Vehicles, Drivers/Attendants, ISO, Additional Procedures (Germany), Incident Reporting, Examination. The course is primarily intended for Junior Officers, Warrant Officers, Senior Non Commissioned Officers, Corporals and Civilian equivalents of the following trades: Weapons, Supply, Air Movement and RAF Regiments with a responsibility towards the transportation of explosives. Specialist teams of other trades will attend the course when a need is identified to transport and use explosives on public roads. For US forces personnel attending this training it provides for an overview how British forces regulate the movement of their inventory of ammunition and explosives nationally and internationally. The road part of this course is of interest for US forces in so far as it may contain regulations which are more stringent or identify specific guidance on routing and security requirements which US forces shall apply. USAFE Command Dangerous Goods Program training identified in USAFE 23-104 adds the specific UK requirements. The AR training is for information. While personnel assigned to British Forces may use this training as authorization for appointment as official releaser USAFE personnel must still accomplish all training required by DTR Part II, **Chapter 204**, AFI 24-203, ECM 4504.01 and USAFE 23-104 to achieve the prerequisites for an appointment as certifier and with that authorized releaser. MoD AR training therefore will not be used as stand-alone training to appoint US personnel charged with duties identified in USAFEI 23-104, USAFE Command Dangerous Goods

program, DTR Part II, Chapter 203. In any case, units releasing ammunition and explosives shall process the release through an authorized EMCS function.

**Certifier**—An individual responsible for reviewing and declaring conformance to a Hazardous Material (HM) regulation. The certifier must ensure the movement of HW conforms to HM movement regulations. HM movement regulations take precedence over HW regulations regarding identification, marking, labeling, packaging, and authorization for movement. The certifier executes commander duties and therefore must be on appointment orders by his commander identifying the scope of the appointment. Before the appointment order can be issued, each certifier must accomplish certification training and must be in the possession of a valid training certificate. Appointment orders can only list the scope of responsibility commensurate to the training certificate of the individual.

**Carriage of Dangerous Goods: Approved Derogations and Transitional Provisions**—Current version provides details on compliance with regulatory differences within UK, in addition to ADR requirements.

**Carriage of Dangerous Goods: Road & Rail**—Current version of Regulations for the carriage of dangerous goods within GB, they are updated from time to time and specify regulatory differences applicable in addition to ADR requirements.

**Consignor**—The releasing agency at a unit or port that has custody of the explosives to be transported over public roads.

**Consignee**—The agency at a unit or port, which is scheduled to receive an explosive shipment.

**Conveyance**—A means of transport or movement.

**Driver**—A person physically in charge of a vehicle laden with explosives. The driver must hold a valid driver's license for the particular vehicle being driven and possess a valid vocational training certificate for the hazard class of the hazardous materials being transported Consult ADR for exceptions.

**Explosives**—Items used to produce an explosive, incendiary or pyrotechnic effect, whether in bulk or loaded in components.

**Explosive Articles**—Articles containing one or more explosive substances and/or pyrotechnic substances.

**Explosive Substances**—Solid or liquid explosives, or mixture of substances capable by chemical reaction of producing gases at such a temperature and pressure and at such a speed as to cause damage to the surroundings.

**EX Vehicle**—An approved vehicle used for the carriage of explosives. There are two categories of approval, EXII and EXIII. Terms of approval are outlined in ADR Part 9.

**Public Road**—Any road within the UK not under direct control of US authorities and to which the public has access.

**Recovery Team**—Required in case of a vehicle incident. Personnel, equipment and materials required to secure and transfer an explosive laden vehicle involved in an accident or breakdown. Additional convoy attendants shall be included in the recovery team.

**Releaser/Receiver**—The local point of contact designated to make notification and/or approve incoming/outgoing shipments.

**Tonne**—In the context of this instruction, metric ton (2,204.6 lbs).

**Vocational Training Certification**—Qualification training given to drivers, attendants, preparers and hazardous material certifiers in compliance with host nation legislation.

**Weight of Explosive/Explosive Component**—The total quantity of explosive material in each item or round. The NEW is expressed in pounds and the NEM and NEQ is expressed in kilograms.

**Attachment 2**

**NOTIFICATION OF MUNITIONS MOVEMENTS BY ROAD**

**A2.1.** For munitions movements over 3 tonnes NEW of UN Hazard Class/Division 1.1 in a single vehicle or convoy, or if US personnel will be armed for any amount of munitions/explosives, e-mail the details to USAFE-UK/A4 ([usafe-uk.a4@us.af.mil](mailto:usafe-uk.a4@us.af.mil)) to arrive no later than 72 hours before the explosive/munitions road movement will take place. If assistance is needed with the form, contact USAFE-UK/A4 at 0044 (0)1638 542132/DSN 314-238-2132. Email and form (when filled out) will be marked “FOR OFFICIAL USE ONLY/UK OFFICIAL”. Use the following format:

**Figure A2.1. Notification of Munitions Movements by Road**

|  |                       |
|--|-----------------------|
| <b><u>FOR OFFICIAL USE ONLY/UK OFFICIAL</u></b>  |                       |
| <b><u>US MUNITIONS AND FIREARMS MOVEMENT – Movement Notification and/or Request for MDP ARMED PRESENCE</u></b>           |                       |
| (This is a multiuse notification. Strikethrough portions above that are not applicable)                                  |                       |
| <b><u>Locations</u></b>  |                       |
| From: Enter Origin Base  | To: Enter Destination |
| Via drops/collections at: NA   |                       |
| <b><u>Times</u></b>  |                       |
| Requested /Planned ETD: Enter Date, Time, Origin Base  |                       |
| ETA at destination: Enter Date, Time, Destination  |                       |
| <b><u>Load</u></b>   |                       |
| Explosives - Nomenclature, pieces/weight, UN Number, UN Class/Div/Comp Group and New Explosive Weight                    |                       |
| Firearms - Quantity/Type – N/A   |                       |
| Number of Military Personnel - 2 Unarmed or 1 unarmed/1 armed USF individual with M9 (or as applies/minimum 2 personnel) |                       |
| Move purpose – Enter explanation such as move munitions to/from xxxx Training Area                                       |                       |
| <b><u>Vehicles</u></b>   |                       |
| Load vehicle Reg: Enter Details (type vehicle and registration number)   |                       |
| Drivers Names: Enter Details (minimum of 2 personnel)  |                       |
| Company (If Contractor): N/A or Contractor Name  |                       |
| Any other vehicles with load vehicle: None or provide details  |                       |
| <b><u>Route</u></b>  |                       |
| Describe route to be taken, including road numbers/names as appropriate/MET Route number if applicable.                  |                       |
| <br><b>FOR USAFE-UK</b>  |                       |
| Req# For completion by USAFE-UK/A4   |                       |
| <br>//SIGNED//   |                       |
| For completion by USAFE-UK/A4  |                       |
| Date of Submittal  |                       |
| <b>NOTE: If any of the munitions are being returned to the origin base, incorporate that information.</b>                |                       |
| <b>(locations, times, load, vehicles, route)</b>   |                       |
| <b><u>FOR OFFICIAL USE ONLY/UK OFFICIAL</u></b>  |                       |

**A2.2.** Movement Notification requirement is referred to as “ACPO” notification, the short name given to the *Memorandum of Agreement Regarding the Off Base Bearing and Transport of Firearms and Munitions by United States Visiting Force Personnel within the United Kingdom, Sep 2014*.

**A2.3.** Because of the sensitive nature of information concerning movements of explosives, telephonic contact with USAFE-UK/A4 should be avoided. On the exceptional occasions when telephonic communication is unavoidable, contact USAFE-UK/A4 at the above listed telephone number.

**A2.4.** Units tasked to move explosives over public roads in the UK are required to develop an emergency response phone listing to include all agencies to be contacted in case of an emergency or accident. These phone numbers should be validated annually. High consequence loads as defined by USAFEI 23-104 require a security plan.

**Attachment 3****COMMAND POST REQUIREMENTS**

**A3.1.** If notified of an accident, incident, or breakdown involving a vehicle carrying US Forces munitions in the UK, the command post receiving the call will take the following action: **NOTE. The Actions below should be incorporated into the base mishap response plan.**

**A3.2.** If the caller is the driver of the vehicle, US attendant or US escort familiar with the situation, instruct caller to contact the Joint Services EOD Operations Center (JSEODOC) at 01235 819191, if warranted. If caller is unable to contact JSEODOC, obtain location, load information, phone number of caller or person in charge, initial assessment and contact JSEODOC.

**A3.3.** Contact USAFE-UK/A4; DSN: 238-2132 or commercial 01638-54 2132; provide available information.

**A3.4.** Contact 48th CES EOD of situation; Comm: 01638-523108, DSN: 226-3108 or commercial 01638-523108; provide available information (JSEODOC may request US EOD expertise).

**A3.5.** Contact MDP, Menwith Hill; commercial 01423-846322; provide available information.

**A3.6.** Contact 48th FW/SEW and 501 CSW; 48th SEW DSN: 226-5647 or commercial 01638-525647. 420th SEW DSN: 247-7184 or commercial 01285-717184; provide available information.

**A3.7.** Contact SRAFLO; DSN: 238-2550 or commercial 01638-542550; provide available information.

## Attachment 4

## INFORMATION FOR CREWS

**Figure A4.1. Information for Crews of Road Vehicles Carrying Military Explosives including Ammunition.**

**As the driver or attendant you must be aware of the actions to be carried out in the event of an accident or incident when transporting military explosives including ammunition. You must retain this leaflet for use as a reminder and show to a Fire or Police Officer, VDSA traffic examiner, or other authorized person, upon request.**

**Fire Precautions**

- 1.Smoking and naked flames are prohibited in or within 15m of the vehicle. Tobacco products are to be carried in a container specially provided, and marked for that purpose. Matches, lighters or flame are **not** to be carried on the vehicle.
- 2.Switch off the engine and lights while refueling and during loading or unloading.
- 3.Refueling is prohibited during vehicle loading and unloading. Fuel must be carried only in the vehicle tank.

**Pre-Journey Checks**

- 4.The vehicle is:
  - a.Equipped with a minimum of 1 x 2kg Dry Powder Fire extinguisher in the cab and appropriate additional fire extinguishers. All fire extinguishers must be serviceable and the crew must **have training and knowledge how to use them.**
  - b.Serviceable and the load properly secured.
  - c.Correctly marked and placarded where appropriate.
  - d. If personal mobile phones are carried they must be switched off before the journey and at all times while on the vehicle. They may only be switched on at a distance beyond 3m from the vehicle.
- 5.You are given a route which takes account of security. If the load contains High Consequence Dangerous Goods, a security plan will be issued. Tunnels must not be used, unless agreed with local authorities. Contingency plans must be made, to deal with unexpected events.
- 6.Where necessary, you are to be in possession of Instructions in Writing (ADR) and if applicable Supplementary Hazardous Load Warning Sheet. You must read and understand the instructions.
- 7.Anyone who appears to be under the influence of alcohol or drugs is not allowed near the vehicle or load **at any time.**

**Actions to be taken during the journey**

- 8.Do not deviate from the route unless directed to do so by military or civilian police. In this even follow the instructions in the Security Plan, if applicable.
- 9.Do not leave the vehicle unattended.
- 10.Do not delay or stop unnecessarily, especially in populated or congested areas.
- 11.Whenever possible, keep distances from other vehicles showing orange panels of 100m on normal roads and 200m on dual carriageways & motorways.
- 12.Halts are to be made in accordance with the route or security plan. The vehicle and load should be checked for safety and security of load and vehicle. This is to include checking the vehicle for overheating.

**In the event of a Fire, Accident or Breakdown**

13. Follow the directions in the Instructions in Writing. Where Instructions in Writing are not carried:

**Fire Involving Cargo:**

Do not attempt to deal with the fire, evacuate the area and contact the emergency services.

**Fire Not Involving Cargo:**

If possible, and only where safe to do so:

- a. Fight the fire from a protected position, try to prevent fire from reaching the cargo
- b. Move the vehicle to open ground.
- c. Separate any trailer from the prime mover.
- d. Prevent the fire from reaching the vehicle or cargo.

14. If cargo is damaged or endangered, where practicable keep unauthorized persons outside a 100m radius. If not damaged or endangered the following precautions should be taken:

- a. The driver or attendant is to remain with the vehicle or at a minimum safe distance.
- b. Switch on hazard warning lights.
- c. Enforce “no smoking” and keep unauthorized persons outside a 15m radius.
- d. Contact civilian emergency services (**Telephone 999** for all services) and state clearly:
  - (1) Nature of the incident.
  - (2) UN Class, HD & Compatibility Group(s) and any Subsidiary Risks.
  - (3) If required contact the Joint Services Explosive Ordnance Disposal Operations Centre (JSEODOC) on (01235) 819191.
- e. The vehicle is not to be moved without permission from the emergency services.
- f. Wear Hi Viz vest and put out warning signs.

15. If a breakdown occurs on a motorway:

- a. Try to stop vehicle far into hard shoulder as possible.
- b. Use emergency telephone to call the police.
- c. Walk on hard should/pavement and not the road.
- d. Do not try to stop traffic – wait for the police
- e. Stop and brief the police at a safe distance.

**Electro Explosives Devices (EEDs)**

16. Where there is a risk of EEDs being exposed by damaged packaging, they can be initiated by radio transmissions. Always assume that EEDs are in the load unless it is certain that they are not. Radio **transmissions** (not reception) are dangerous, transmitting must be prohibited within the following distances from the load: Hand sets – 10m, Vehicle sets – 50m.

**Notification**

17. After the above actions have been taken contact:

The consignor, Phone # \_\_\_\_\_

Carrier, Phone # \_\_\_\_\_

Contact your command post, Phone # \_\_\_\_\_

Contact your supervisor, Phone # \_\_\_\_\_

When practical, inform your installation dangerous goods advisor.

***DRIVER MUST NOT DEPART ON JOURNEY UNTIL PHONE NUMBERS HAVE BEEN INSERTED***