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**FM 19-3**

DEPARTMENT OF THE ARMY FIELD MANUAL

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*Super by FM 19-4 (June 69)*

**MILITARY POLICE SUPPORT  
IN THE  
COMMUNICATIONS ZONE**



**RESCINDED**

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HEADQUARTERS, DEPARTMENT OF THE ARMY

MAY 1964

FIELD MANUAL

No. 19-3

HEADQUARTERS,  
DEPARTMENT OF THE ARMY  
WASHINGTON, D. C. 6 May 1964**MILITARY POLICE SUPPORT IN THE COMMUNICATIONS ZONE**

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\*This manual supersedes so much of FM 19-10, 24 January 1955, and FM 19-90, 14 August 1953, as pertain to the communications zone.

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## CHAPTER 1

### INTRODUCTION

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#### 1. Purpose and Scope

*a.* This manual provides information and guidance to commanders, staff officers, and senior military police officers in the employment of military police in the communications zone (COMMZ).

*b.* The material presented herein covers military police support operations in the COMMZ to include—

- (1) Concept of organization and employment of military police.
- (2) Command and staff relationships of the provost marshals in a COMMZ.
- (3) Interarea and intra-area operations systems.
- (4) Capabilities of military police units assigned to the COMMZ.
- (5) Utilization of military police in rear area security and area damage control activities.
- (6) Handling of prisoners of war (PW's) and civilian internees.

*c.* The material presented in this manual is generally applicable to military police support operations under active or nonactive nuclear conditions.

#### 2. Related Publications

*a.* This manual is to be used in conjunction with other manuals and doctrinal publications; particularly those dealing with COMMZ and its subordinate elements, all 19-series manuals, all 54-series manuals, and FM 100-10; and with manuals and training media listed in appendix I.

*b.* Specific tables of organization and equipment (TOE) in the 19-series mentioned in this text are listed without an alphabetical suffix; therefore, users are advised to consult the latest version of these TOE's when detailed information concerning them is required.

#### 3. Recommended Changes

Users of this manual are encouraged to submit recommended changes or comments to improve the manual. Comments should be keyed to the specific page, paragraph, and line of the text in which the change is recommended. A reason should be provided for each comment to insure understanding and complete evaluation. Whenever possible, comments should be prepared on DA Form 1598 and forwarded direct to the Commanding Officer, U. S. Army Combat Developments Command Military Police Agency, Fort Gordon, Ga. 30905.

**CHAPTER 2**  
**TERRITORIAL ORGANIZATION**

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**4. General**

Most of the military police support in the COMMZ is accomplished on an area basis, and is closely associated with territorial responsibilities and movements. This requires that each provost marshal in the COMMZ and field army be familiar with command boundaries and the effect that these boundaries have on military police operations when it becomes necessary to cross from one area of responsibility to another.

**5. Theater (Area) of Operations**

a. A theater of operations comprises that portion of a theater of war necessary for military operations pursuant to an assigned mission and for the administration incident to such military operations.

b. A theater of operations is generally divided into a combat zone and a communications zone.

(1) The combat zone contains the land and sea areas, and air space required for ground combat operations. It includes the geographical area from the rear boundary of the field army and extends into the enemy controlled area. It may be divided for tactical control into field army service area, corps rear areas, and division areas.

(2) The COMMZ contains the area and air space required for administration of the theater as a whole. COMMZ encompasses the area between the rear boundary of the theater of operations and the rear boundary of the combat zone.

c. Figure 1 illustrates a type territorial organization of a theater of operations.

**6. The Undivided COMMZ**

Unless conditions make it necessary the COMMZ is not divided into sections. The

theater army logistical command (TALOG) commander charges the chiefs of services with the conduct of all operations of their services throughout the COMMZ and with rendering appropriate service support to such forces as may be directed. Under this plan, COMMZ chiefs of services have operational control of the troops of their services and act as advisers to the TALOG commander. Figure 2 illustrates a type territorial organization for an undivided COMMZ.

**7. The Divided COMMZ**

a. The COMMZ is subdivided only when required. If necessary, the territory comprising COMMZ may be divided into commands as follows:

<i>Territory</i>	<i>Command</i>
Communications Zone (COMMZ)	Theater Army Logistical Command (TALOG)
Advance Section (ADSEC)	Advance Logistical Command (ADLOG)
Base Section (BASEC)	Base Logistical Command (BALOG)
Area	Area Command (ACOMD)

b. Specific factors that determine the subdivision of COMMZ include the following:

- (1) The area is too large for one headquarters to control efficiently.
- (2) Combat service support operations are too great for a single headquarters to control.
- (3) Geographical or terrain configuration of the area is conducive to subdivision for control.
- (4) Subdivision would facilitate future combat service support operations.

c. A possible COMMZ organization includes an advance section in extenuation of the rear boundary of each U. S. field army or each allied army authorized support from U. S. Army sources; a base section or sections as required. The number of base sections established depends on geographical considerations, the size

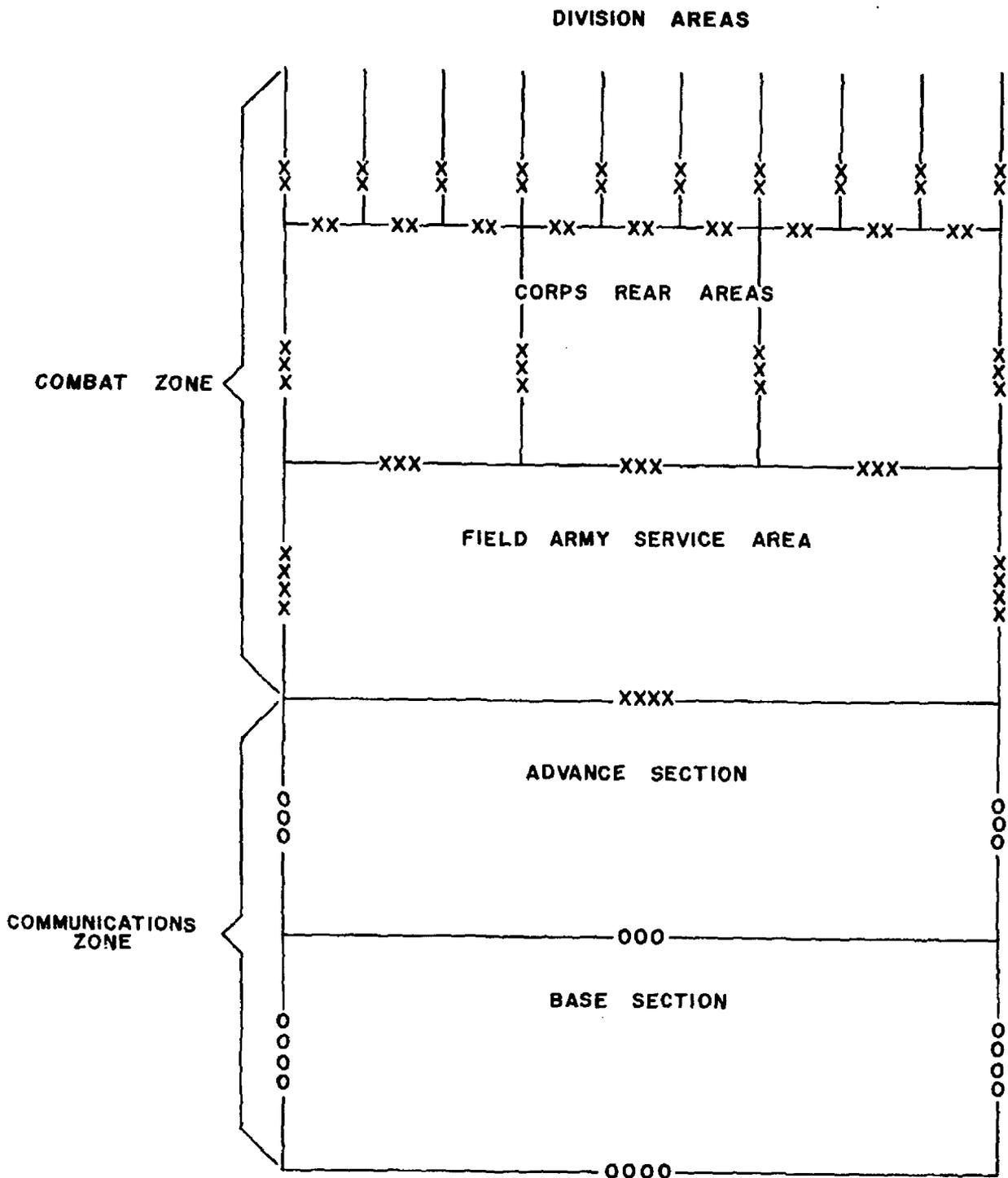


Figure 1. A type territorial organization of a theater of operations.

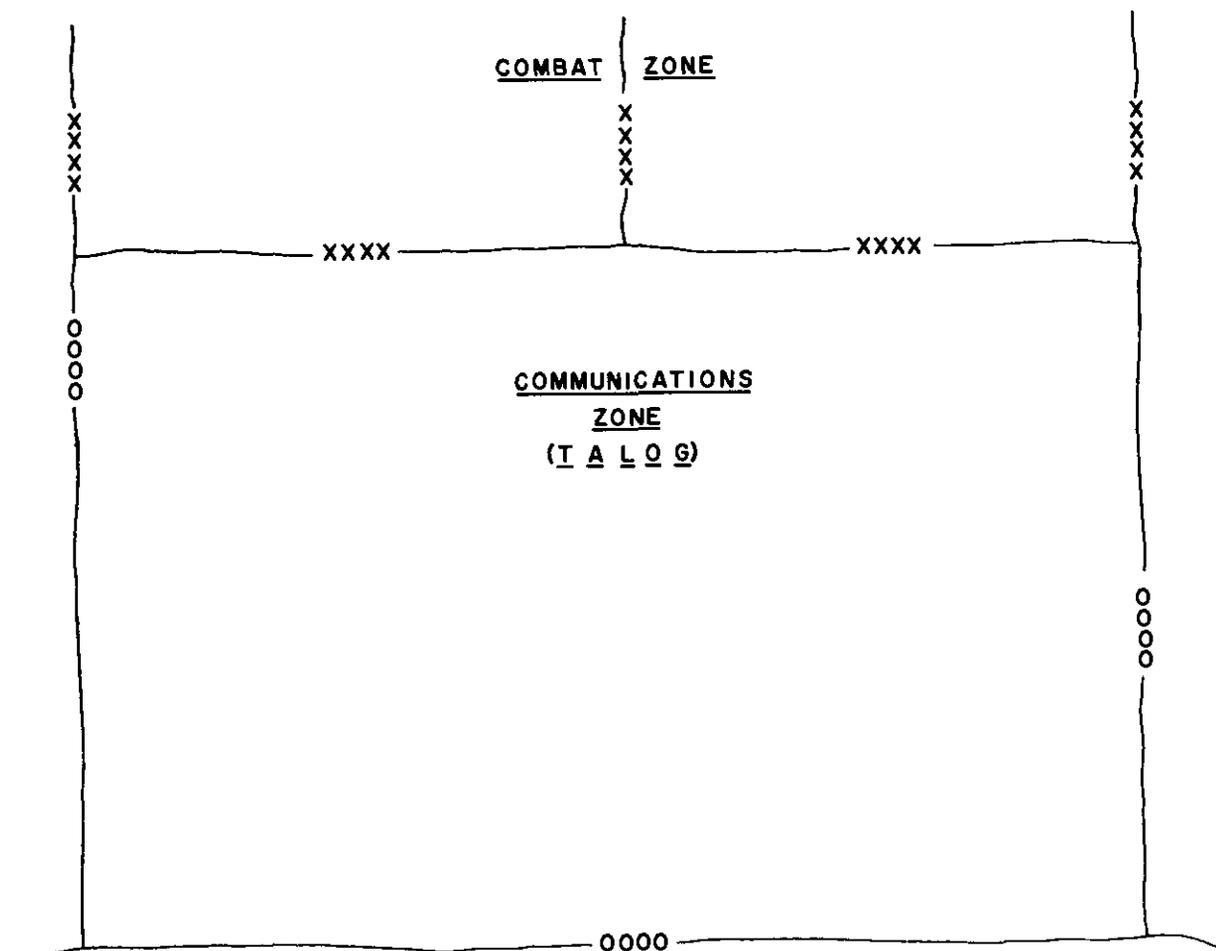


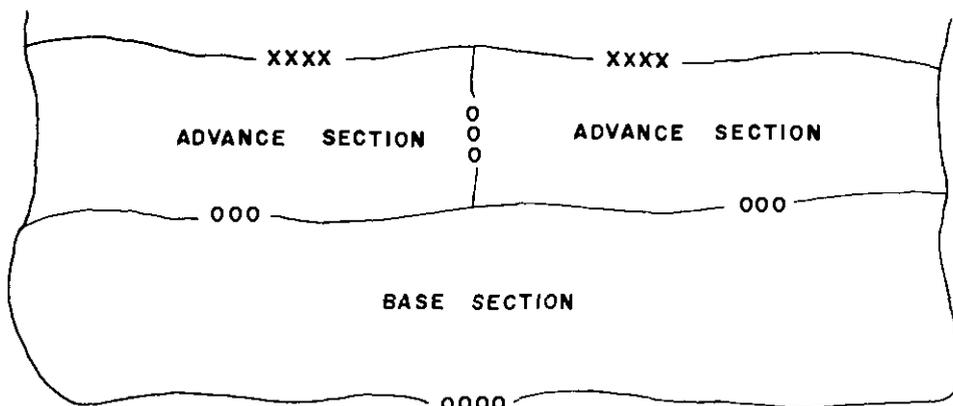
Figure 2. A type territorial organization for an undivided COMMZ.

of the supported force, and location of existing facilities. Figure 3 illustrates a type territorial organization for a divided COMMZ.

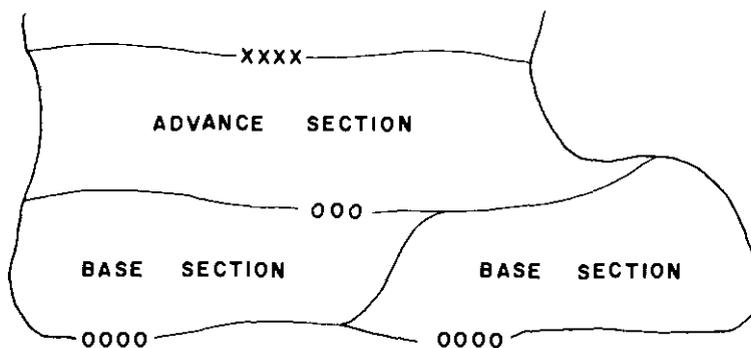
### 8. Area Command

Area commands are established within the theater COMMZ as required. The number of

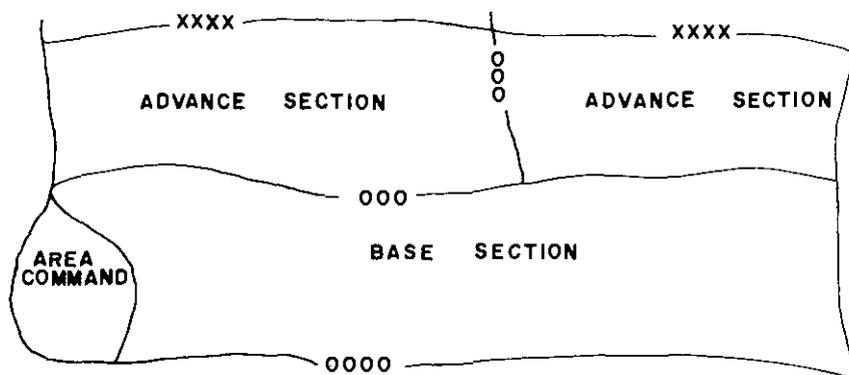
area commands will be dictated by the number and location of key facilities and troop concentrations within the COMMZ. Area commands are established as subordinate elements of TALOG, BALOG, or ADLOG, as appropriate.



a. COMMZ with 2 Advance Sections & 1 Base Section.



b. COMMZ with 1 Advance Section and 2 Base Sections.



c. COMMZ with 2 Advance Sections, 1 Base Section, and 1 Area Command.

Figure 3. A type territorial organization for a divided COMMZ.

## CHAPTER 3

### PROVOST MARSHALS IN THE COMMZ

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#### Section I. GENERAL

##### 9. Mission

*a.* A provost marshal is normally designated as a member of the special staff of a command, such as TALOG, ADLOG, or BALOG; depot; terminal command; or of any other unit where authorized by a table of distribution (TD) or a TOE.

*b.* The provost marshal may exercise operational control, in the name of the commander, of military police units not assigned or attached to subordinate units.

*c.* The principal function of the provost marshal is to advise the commander and his staff on matters pertaining to military police activities.

*d.* The primary activities of military police in COMMZ, exclusive of prisoner of war and civilian internee operations, are—

- (1) Enforcement of laws, orders, and regulations.
- (2) Control of vehicular traffic to include measures which expedite priority movements, prevent interference, avoid congestion, and provide for maximum utilization of available road space.
- (3) Control of circulation of individuals.
- (4) Protection of personnel and property.

- (5) Prevention and suppression of pilferage and looting.
- (6) Security for movement of critical classified shipments, and special weapons and ammunition.
- (7) Provisions for railway security and train escort.
- (8) Provisions for terminal, hospital, and depot security.
- (9) Security of, and escort for, designated individuals.
- (10) Prevention and suppression of crime through investigation effort.
- (11) Administration and security of U. S. military prisoners.
- (12) Administration and operation of a rehabilitation training center for military prisoners.
- (13) Surveillance in support of anti-airborne and guerrilla operations and other designated rear area security and area damage control support activities.
- (14) Coordination with Navy, Air Force, and allied forces police.
- (15) Coordination and liaison with indigenous police.

#### Section II. ORGANIZATION OF THE PROVOST MARSHAL SECTION

##### 10. Principles of Organization

*a.* A definite organizational structure cannot be prescribed for the provost marshal section. The mission of the command; the type command; its size, location, and special requirements; the local operating conditions; the availability of personnel; and the emphasis to be placed on each provost marshal function are

among the factors that must be considered in determining the basic structure of the section.

*b.* The objective is to construct an organization that will—

- (1) Accomplish the mission.
- (2) Insure coordination and control.
- (3) Fix responsibilities.
- (4) Group closely related functions.
- (5) Economize on personnel.

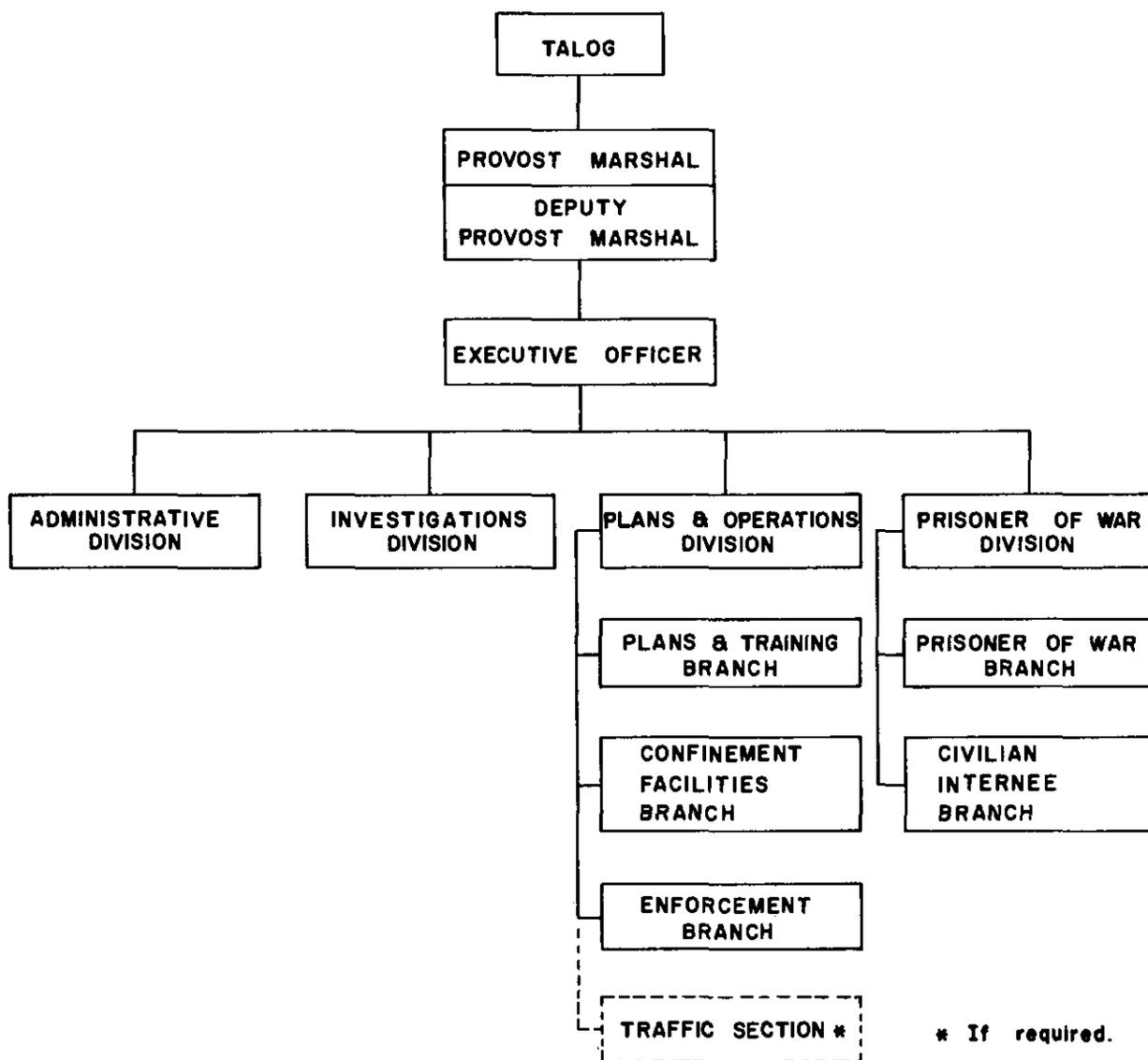


Figure 4. Type provost marshal section in TALOG.

c. The following fundamental considerations are essential to the establishment and operation of an efficient provost marshal section:

- (1) Assignment of functions that are essential to the execution of the mission. Related functions are grouped together to facilitate the efficient use and functioning of personnel.

- (2) Assignment of specific, clear-cut responsibilities to each subdivision in order to prevent conflict, duplication, and overlapping of functions within the section, and to assure that each activity clearly understands the exact nature of the steps necessary to perform its job.

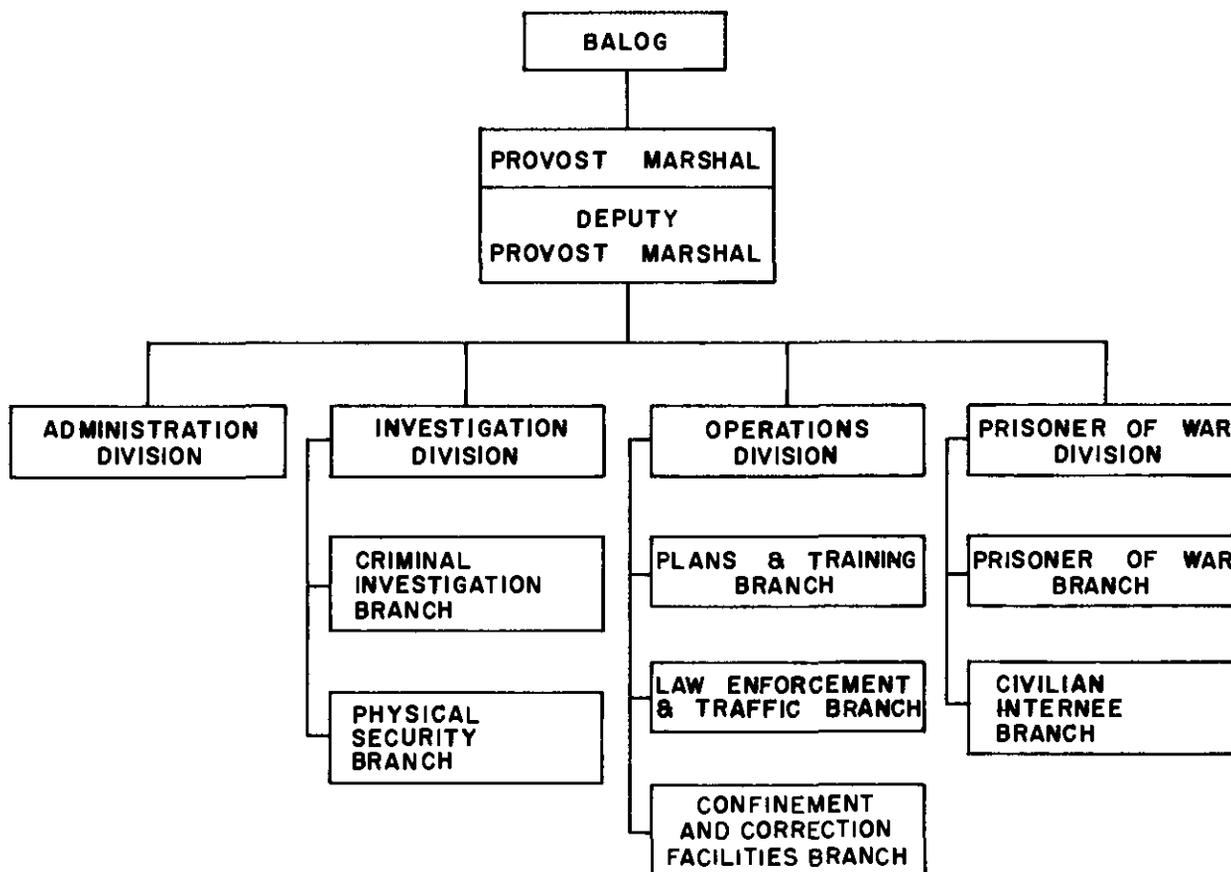


Figure 5. Type provost marshal section in BALOG.

(3) Establishment of clear channels of command for the transmission of orders and policies. Few organizational problems cause more difficulty than the failure to adhere to command channels and to understand the difference between command and staff activities.

(4) Delegation of sufficient authority to subordinates to act in the absence of higher authority or directives. Delegation of responsibility must be accompanied by commensurate authority. Cumbersome systems of direct supervision and review are obviated

by delegating adequate authority to subordinates.

- (5) Decentralization of authority and responsibility to the maximum consistent with control.
- (6) Assignment of individuals or activities to supervisors commensurate with existing control requirements. Adequate attention should be given by each supervisor to each of his principal subordinates.
- (7) Requiring supervisors to direct their

major attention to important problems. Minimum necessary attention is given to reviewing routine actions of subordinates. Subordinates should be impressed with the necessity for reporting unusual problems to their superiors, and with the duty of acting promptly and decisively in routine matters.

- (8) Prompt dissemination of accurate information to military police in order that they may accomplish their mission without unnecessary delay.

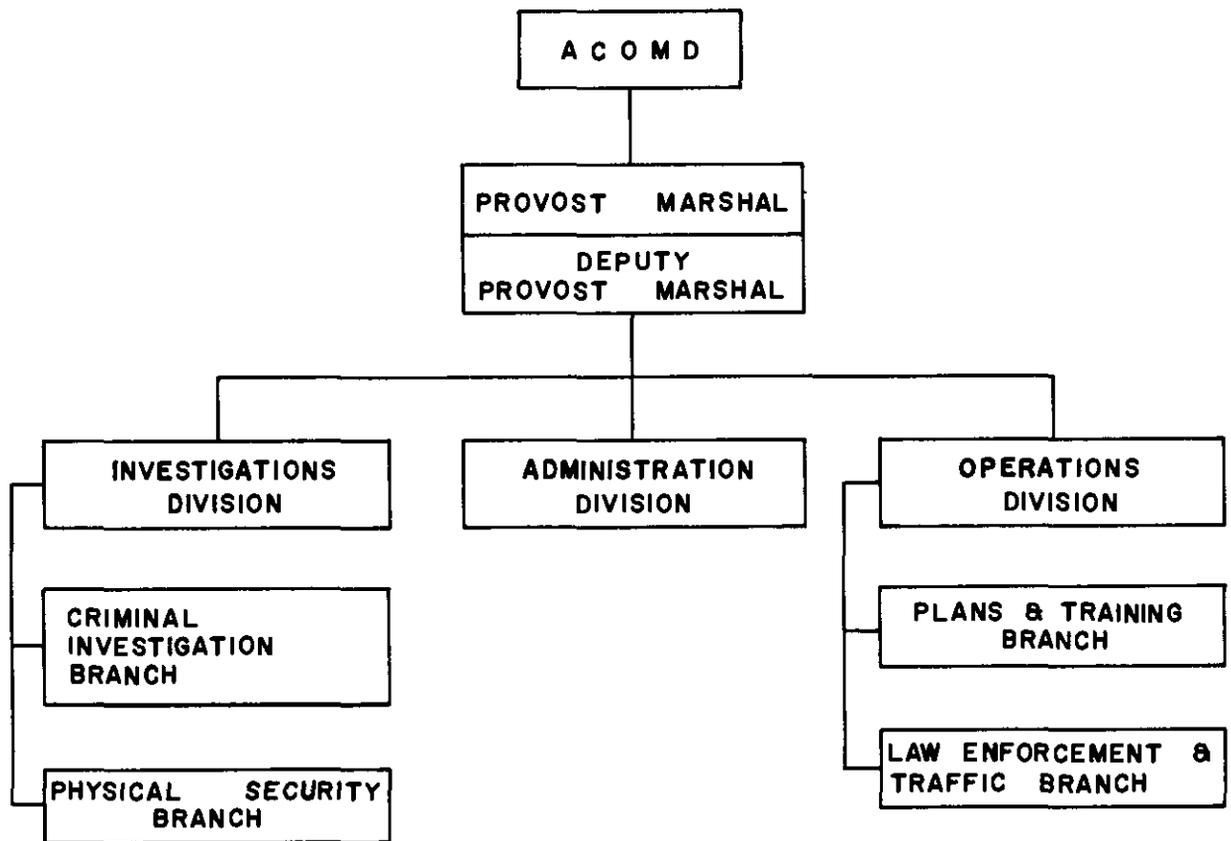


Figure 6. Type provost marshal section in an area command.

- (9) Promotion of simplicity, flexibility, and uniformity of organization.
- (10) Insuring that, where possible, each individual has a working knowledge of other functions in order to maintain the continuity of administration and operations.

### 11. Type Organizations of Provost Marshal Sections

a. The provost marshal section is divided according to major activities. For example, the operations division coordinates, administers, and supervises all matters of the command per-

taining to plans, training, enforcement, confinement, and traffic that are provost marshal responsibilities.

b. Provost marshal sections are usually subdivided into divisions, branches, and subsections. Although the number of subdivisions and the designation of functions assigned to subdivisions may vary, figures 4, 5, and 6 represent the types of provost marshal sections usually encountered in the following commands:

- (1) Communications Zone of TALOG.
- (2) Base Logistical Command (BALOG).
- (3) Area Command (ACOMD).

## Section III. PROVOST MARSHAL STAFF RELATIONSHIPS

### 12. General

The principal staff assistants in logistical commands are *directors*. Directors are provided in one or more of the following areas: Personnel, security, operations, supply and maintenance, services, and civil affairs. Within their respective fields, the fundamental considerations governing their staff actions are parallel to those of general staff officers.

### 13. Director of Personnel

Matters of mutual concern to the provost marshal and the director of personnel include—

- a. Enforcement of laws, rules, regulations, and policies relating to conduct, discipline, and maintenance of good order throughout the command area.
- b. Study and analysis of military police operations as a basis for planning and for formulating new policies.
- c. The confinement of military prisoners.
- d. Execution of the policy of the commander concerning the handling, care, and administration of PW's and civilian internees.
- e. Medical care requirements.

### 14. Director of Security

Matters of mutual concern to the provost marshal and the director of security include—

- a. PW's and civilian internees.
- b. Compliance with pertinent provisions of international law.

- c. Military assistance to civil authorities.
- d. Background and character investigations.
- e. Security of critical and sensitive installations.
- f. Locating and apprehending war criminals and enemy military personnel masquerading as civilians.
- g. Detecting and preventing sabotage.

### 15. Director of Plans and Operations

Matters of mutual concern to the provost marshal and the director of plans and operations include—

- a. Organization of military police units.
- b. Training of military police units.
- c. Number, type, and assignment of military police units.
- d. Movement, location, and number of PW's and civilian internees.
- e. Tactical movements as they pertain to traffic control and security.
- f. Military assistance to civil authorities.

### 16. Director of Supply and Maintenance

Matters of mutual concern to the provost marshal and the director of supply and maintenance include—

- a. Logistical support for the PW and civilian internee program.
- b. Military assistance to civil authorities.
- c. Security of supplies and equipment.

## 17. Director of Services

Matters of mutual concern to the provost marshal and the director of services include—

- a.* Traffic circulation and control.
- b.* Military assistance to civil authorities.
- c.* PW labor requirements.
- d.* Transportation requirements for evacuation of PW's.
- e.* Selection of sites for, and construction of, PW internment facilities.
- f.* Security of supplies and equipment.
- g.* Communications-electronics requirements.

## 18. Director of Civil Affairs

Matters of mutual concern to the provost marshal and the director of civil affairs include—

- a.* Securing and protecting such critical supplies, equipment, and facilities as may be determined by the responsible commander.
- b.* Protecting records or archives.
- c.* Enforcing circulation restrictions and curfews.
- d.* Maintaining order and quelling frays or disturbances.
- e.* Controlling civilian traffic.
- f.* Investigating serious crimes.
- g.* Prisoners of war and civilian internees.
- h.* Currency regulations.
- i.* Locating and apprehending war criminals and enemy military personnel masquerading as civilians.
- j.* Detecting and preventing sabotage.

## CHAPTER 4 PLANNING

### 19. General

The general aspects of combat service support planning are covered in FM 101-5 and FM 100-10.

### 20. Provost Marshal Planning

*a.* The planning for military police activities in a theater of operations is a responsibility of the theater provost marshal. In the COMMZ, the TALOG provost marshal is charged with the overall planning and integrating of military police functions in coordination with the provost marshals of ADLOG, BALOG, and field army.

*b.* Provost marshal planning at all echelons is a continuous process. Planning must be systematic and a routine operation that is clearly and easily understood. The provost marshal must make continuing estimates of current operations and anticipate future courses of action that will require military police support.

*c.* The planning of the provost marshal must conform to policies and directives of the commander. In the absence of specific or pertinent orders or directives, and pending the approval of the commander, the planning is based upon assumptions that are consistent with sound judgment and a thorough knowledge of the mission. Although, in the initial stages, some portions of a plan may be based entirely upon assumptions, as additional information becomes available and as the estimate of the situation changes, corresponding modifications are made in the plan.

*d.* A developed plan should be flexible, practicable, and thoroughly coordinated with other staff sections. Requirements for manpower, equipment, supplies, construction, communications, transportation, and similar factors are essential and must be incorporated in the plan.

### 21. Requirements

*a. General.* The provost marshal is responsi-

ble for estimating military police requirements for an operation; however, when practicable, he calls upon subordinate command provost marshals for estimates to be prepared within the scope of the directives and assumptions under which he operates.

#### *b. Units and Personnel.*

(1) The situation and the mission generally determine the military police units and personnel that are required for the support of an operation. In recommending military police requirements, the provost marshal considers the—

- (a) Capabilities of organic military police units.
- (b) Additional military police support required.
- (c) Geographic, social, and political aspects of the area of operations.
- (d) Military police requirements for customs control, for PW's and civilian internees, and for supporting civil affairs.
- (e) Use of civilians to augment or replace military police.

(2) Military police troop requirements vary according to the type of operations. A method for computing troop requirements is illustrated in the following example:

- (a) *Function:* Traffic control.
- (b) *Work activity:* Traffic control post.
- (c) *Work unit:* Traffic control post. Posts are operated on a continuing basis, 24 hours per day, 365 days per year, with 2 men on duty at post location at all times.
- (d) *Performance standard:* 48 man-hours per traffic control post per day.

(e) *Productive hours per man per year:* 2496 man-hours. Based on 12-hour shifts, 3744 man-hours are available per man per year. Of this total, 1248 man-hours are nonproductive due to preparation for duty, maintenance of equipment, briefing, travel to and from posts, report writing, messing, debriefing, unit displacement, casualties, non-MOS military duties, and unmeasurable MOS activities.

(f) *Formula for determining authorization criteria:*

$$\frac{\text{Man-hours required per post per day} \times \text{Operational days per post per year}}{\text{Productive man-hours per man per year}}$$

= Number of direct workers required to man one post

(g) *Computation:*

$$\frac{48 \times 365}{2496} = 7 \text{ direct workers per post}$$

(h) *Authorization criteria:* 7 military policemen (direct workers) for each traffic control post.

(3) Additional guidance for computing workloads for military police units is contained in SR 310-30-15 and AR 310-32 (to be published).

c. *Equipment.* The equipment required by military police units to perform their mission is determined by analyzing such factors as the—

- (1) Organic equipment of assigned and other available military police units.
- (2) Special equipment needs for riot control, harbor patrols, and handling PW's.
- (3) Estimated wear-out, maintenance, and replacement rates.

d. *Facilities.*

- (1) The following facilities may be required for the performance of military police operations.
  - (a) Military police headquarters for directing military police operations.

(b) Confinement facilities for military prisoners.

(c) Rehabilitation training centers.

(d) Facilities for PW's and civilian internees.

(e) Facilities for harbor patrols and other special activities assigned to the provost marshal.

(2) The number, size, and location of the facilities are determined by analyzing such factors as the following:

(a) Assigned missions, e.g., enforcement, traffic control, and circulation control of individuals.

(b) Estimate of military prisoners to be confined.

(c) Estimate of PW's and civilian internees to be handled.

(3) In planning the location of military police installations, every attempt is made to consolidate activities that reduce administrative overhead and, where possible, to use existing structures and buildings.

## 22. Effect of Policy on Planning

a. Since the policies of the commander include the commander's concept of operation, they form the basis of the provost marshal's plan.

b. Command policies are formed after analyzing the directives of higher authority, the information contained in strategic studies and national intelligence surveys, the principles and practices of international law, the requirements of the military situation, and similar factors. Policies must be complete and definitive, yet broad in scope and flexible in application. Announcements of policies should cover not only possible changes but also policies that are to be continued in effect without alteration.

c. Principal subjects of interest to the theater provost marshal, which usually require a statement of command policy, are set forth below:

- (1) *The people.* The inherent rights of men include those of order and government; therefore, immediate action is taken in any military operation to restore and maintain order and to enforce law. Indigenous persons are not

subjected to unnecessary restrictions or regulations, and are protected from wrongs by military personnel.

(2) *The government.* The restoration and maintenance of order and the enforcement of law are the functions of government that are of greatest concern to the provost marshal. Military courts and provost courts may be established. The supervision and maintenance of prisoners may be required. The apprehension, detention, and disposition of war criminals and persons who have committed hostile acts may be necessary. Controls may be established regulating the right of assembly. The establishment of controls may be required over the circulation of individuals, over the sale and disposition of liquor and narcotics, over prostitution, and over refugees and displaced persons.

(3) *The economy.* An evaluation of economic controls must be made in order to determine their effect on law and order. Within the scope of economic control or rehabilitation measures, provision must be made for the prevention of black-marketing and for the confiscation and disposition of contraband. Property of the U. S. and of allied neutrals and aliens must be protected and ownership established. Captured supplies and equipment and reparations material must be safeguarded. A conversion rate between the local currency and that of the U. S. Armed Forces must be established, and the use of local currency by occupying forces must be controlled. Provision must also be made for the seizure of counterfeit moneys.

## 23. Planning in Support of Civil Affairs

*a.* Within the scope of the broad policy established by the theater commander (and the theater army commander to whom the conduct of combat operations and civil affairs is delegated), the provost marshal and the civil affairs officer coordinate military police and civil affairs activities with regard to public safety. The provost marshal's function parallels and is

complementary to the civil affairs officer's function in the restoration and maintenance of law and order.

*b.* Public safety is concerned with the security of the civil population of a country as it affects the security of the Armed Forces and the accomplishment of the military mission. The security of the civil population is maintained by exercising control over civilian matters involving—

- (1) Movements, political concentrations, and similar public activities.
- (2) Traffic, travel, and evacuation.
- (3) Press and other public information media.
- (4) Prohibited items, including weapons, munitions, and radio transmitters.
- (5) Jails, prisoners, and internment camps.
- (6) Critical installations and facilities.
- (7) Supply, procurement, and distribution systems.
- (8) Mediums of exchange, including moneys and ration cards.
- (9) Vice.
- (10) Firefighting organizations.
- (11) Civil defense organizations.

## 24. Physical Security Planning

In order to anticipate operational developments, security planning is carried out in advance of, and concurrently with, security operations. Security planning provides for physical aids necessary to the security of installations and facilities, and for security units. In planning for security, the provost marshal must consider possible security hazards, breaches in security, losses, costs, and pertinent active, preventive, and corrective measures (ch. 7).

## 25. Security of Lines of Communications

The provost marshal, in planning for the utilization of military police and military police type personnel in the security of lines of communications against overt and covert attacks by the enemy and against actions by the indigenous population inimical to the movement of supplies and materiel, must consider the following:

a. The effect of terrain and climate upon security operations.

b. The length of the lines of communications.

c. The means of protecting railroads, bridges, tunnels, canals, pier facilities, ferries, arterial highways, pipelines, tank farms, and pumping stations.

d. The means available, including troop equipment and capacities of routes to sustain high speed travel, for the rapid movement of reserves to critical areas by rail, highway, air, or water.

e. The means of communication, particularly radio equipment.

f. The methods employed in patrolling, including aircraft.

g. The evacuation of civilians from critical areas.

h. Enemy guerrilla/partisan activity in the area.

## **26. Planning for Rear Area Security Activities**

a. Military police in support of counter-guerrilla operations maintain close and con-

stant liaison with counterintelligence units, civil affairs units, indigenous police, and all other local defense forces or agencies in order to facilitate the collection and exchange of information on guerrilla activities.

b. Counterguerrilla planning should provide for—

- (1) Familiarizing military police with the command antiguerrilla policy and defense plan.
- (2) Familiarizing military police with guerrilla organization and operations.
- (3) Executing active and passive defense measures.
- (4) Executing any special measures ordered by the command for suppressing guerrillas (FM 31-16).
- (5) Collecting and reporting information on guerrilla activities.
- (6) Collecting and reporting information on the location, strength, and area of responsibility of indigenous security units and agencies.
- (7) Collecting and reporting information on the type and location of vital installations.

## CHAPTER 5

### MILITARY POLICE STRUCTURE IN THE COMMZ

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#### Section I. ORGANIZATION

##### 27. General

*a.* The military police structure for the COMMZ provides for unity of effort with decentralized operations and a capability of providing responsive military police support to each echelon of command where a requirement exists.

*b.* The requirements for military police in the COMMZ cannot be projected solely upon the number of units and the number of personnel being served. Regardless of the land mass on which the theater forces are operating, the composition of the operating commands and the final design of the military police force structure will depend upon many variables. These include width and depth of the combat zone and theater of operations, the intensity of the combat situation, the length of the lines of communications, the types and conditions of the road nets, and the types of commands being supported.

*c.* Basically, the military police organization is a flexible organization composed of military police groups, battalions, and separate military police companies and detachments which are tailored to be employed on either a functional or an area basis.

*d.* The military police group (TOE 19-272) is employed as the major operating headquarters for military police units in COMMZ. This headquarters achieves decentralization by assigning areas of responsibility and functional missions to battalions and separate companies and detachments. Battalions, in turn, assign

subordinate companies areas of responsibility or functional missions.

##### 28. Provost Marshal Organization

*a.* In theater army, TALOG, BALOG, and ADLOG, staff representation is provided by provost marshal sections which are organic to those headquarters. In other commands where provost marshal staff representation is not provided in this manner, but the magnitude of the operations and command problems dictates the assignment of military police support units, consideration should be given to the addition of a provost marshal staff section by augmentation (TOE 19-500). In activities where staff provost marshals are not provided, but to which military police operating units are assigned or attached, the senior military police unit commander will serve as the adviser to the commander on all military police matters.

*b.* Staff supervision exercised by a provost marshal is in consonance with the definition contained in AR 320-5. It must be clearly understood that staff supervision by the provost marshal does not usurp command authority of the military police commanders.

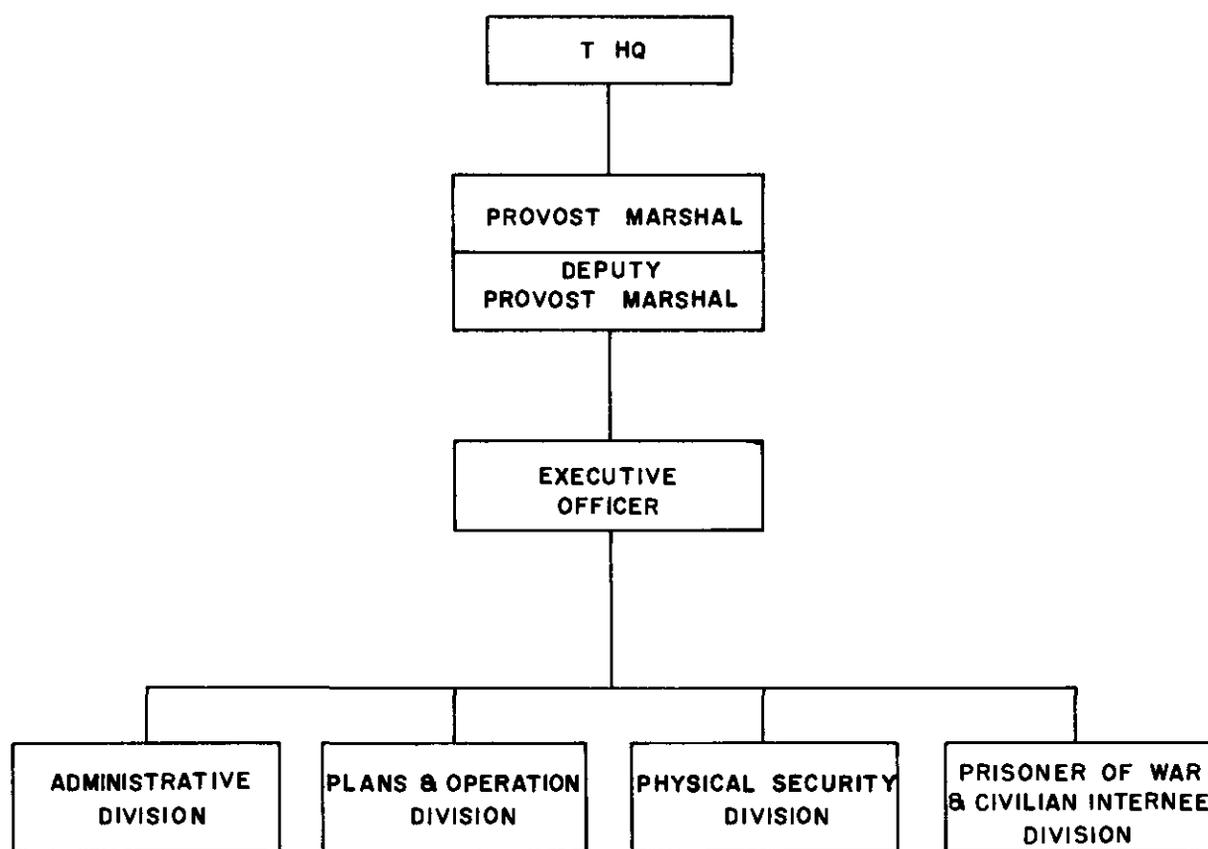
*c.* Military police commanders must be permitted to exercise their initiative, resourcefulness, and imagination in the employment of their units. This can be accomplished by the use of mission type orders, which will give the flexibility required by the commanders to react and adapt to conditions as they become more complex and unpredictable.

#### Section II. THEATER HEADQUARTERS (THQ)

##### 29. General

A theater of operations is a unified or specified command which is established by the Presi-

dent, who also designates the theater commander. The theater commander organizes the command and administrative structure of the



*Figure 7. A type organization of a provost marshal section, theater headquarters.*

theater and exercises operational command of all assigned forces. The theater commander is directly responsible for all administrative and combat operations within the theater.

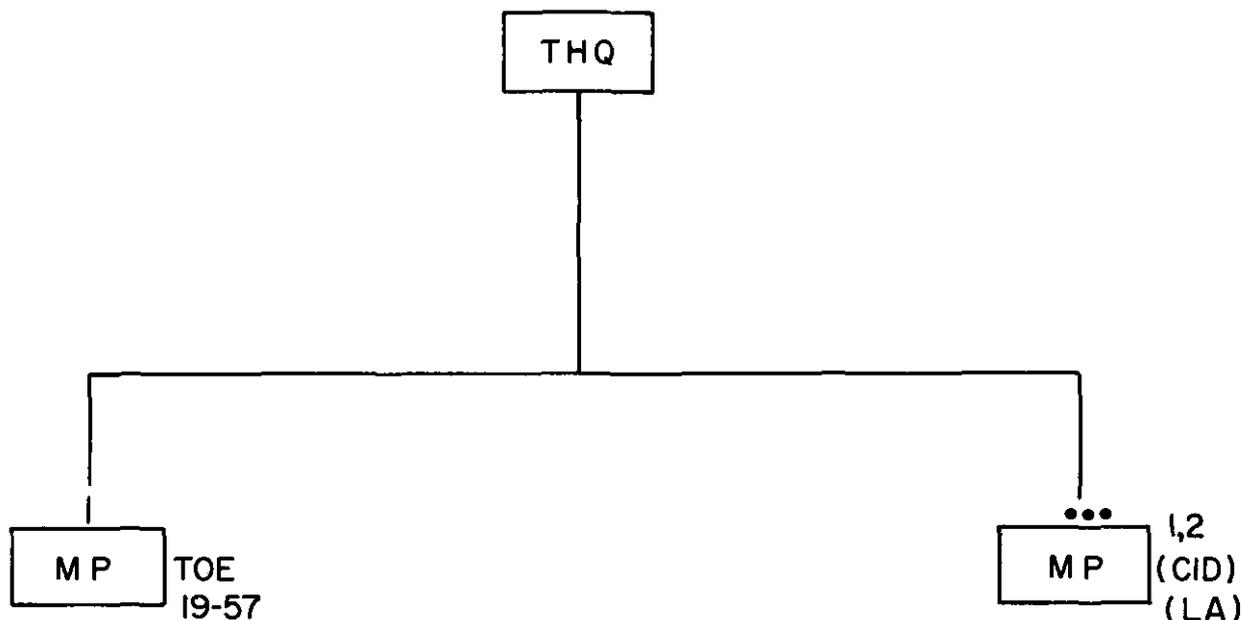
### 30. Staff Supervision

The commander of a U. S. theater of operations has a staff with appropriate representation from each component force under his command. The provost marshal on the staff is responsible for planning, advising on, and coordinating all military police activities. He maintains close coordination with provost marshals at all major subordinate echelons of command to prevent duplication of effort and to assure that provost marshal functions are ade-

quately and expeditiously accomplished. The organization of a type provost marshal section at theater headquarters is shown in figure 7.

### 31. Operating Units

Normally, a military police company (TOE 19-57) is assigned to a theater headquarters to provide internal and external security and to control traffic and the circulation of individuals within the headquarters complex. When required, a military police battalion (TOE 19-55) may be assigned instead of a company. This unit, whether battalion or company, is normally under the operational control of the headquarters commandant. Staff supervision is ex-



1. As required.
2. Augmented with language team as required.

*Figure 8. A type organization of military police units at theater headquarters.*

exercised by the theater provost marshal. A military police criminal investigation detachment (TOE 19-500) is assigned to theater headquarters to conduct criminal investigations as directed. Both the battalion or company and

the criminal investigation detachment are augmented by a functional language team (TOE 19-500) as required. A type organization of military police units at theater headquarters is shown in figure 8.

### 32. General

Theater army commander is responsible for broad plans and policies pertaining to the conduct of all operations of the U. S. Army Forces in the theater. The theater army commander exercises command through the commanders of the major subordinate elements of theater army. He is primarily an organizer, a supervisor, a planner, and a coordinator who decentralizes combat and combat service support operations to his subordinate commanders.

### 33. Staff Supervision

Theater army headquarters is provided a provost marshal to perform the function of planning and organizing the necessary military police service support of the U. S. Army Forces in the theater of operations. He also plans for support of U. S. Air Force and U. S. Navy units within the limits of existing agreements. He exercises staff supervision over the military police units assigned to theater army headquarters. Figure 9 illustrates a type organization of a provost marshal section, theater army headquarters.

### 34. Operating Units

a. A separate military police company (TOE 19-57) is assigned to TAHQ. This unit provides military police services to include security of the headquarters complex.

b. A military police criminal investigation detachment (TOE 19-500) is assigned to TAHQ. This unit is under the staff supervision of the theater army provost marshal. The CID investigates cases of interest to TAHQ. The CID may be augmented by a language team (Team NC, TOE 19-500) as required.

c. A military police crime laboratory (TOE 19-500) provides theater-wide support to all investigative agencies, and is under the staff supervision of the theater army provost marshal. Depending upon the theater organization, the crime laboratory may be assigned to TALOG or BALOG.

d. The Branch United States Prisoner of War Information Center and the Branch United States Civilian Internee Information Center carry out the commander's responsibility for processing information pertaining to PW's and civilian internees.

e. A type organization of military police units at TAHQ is shown in figure 10.

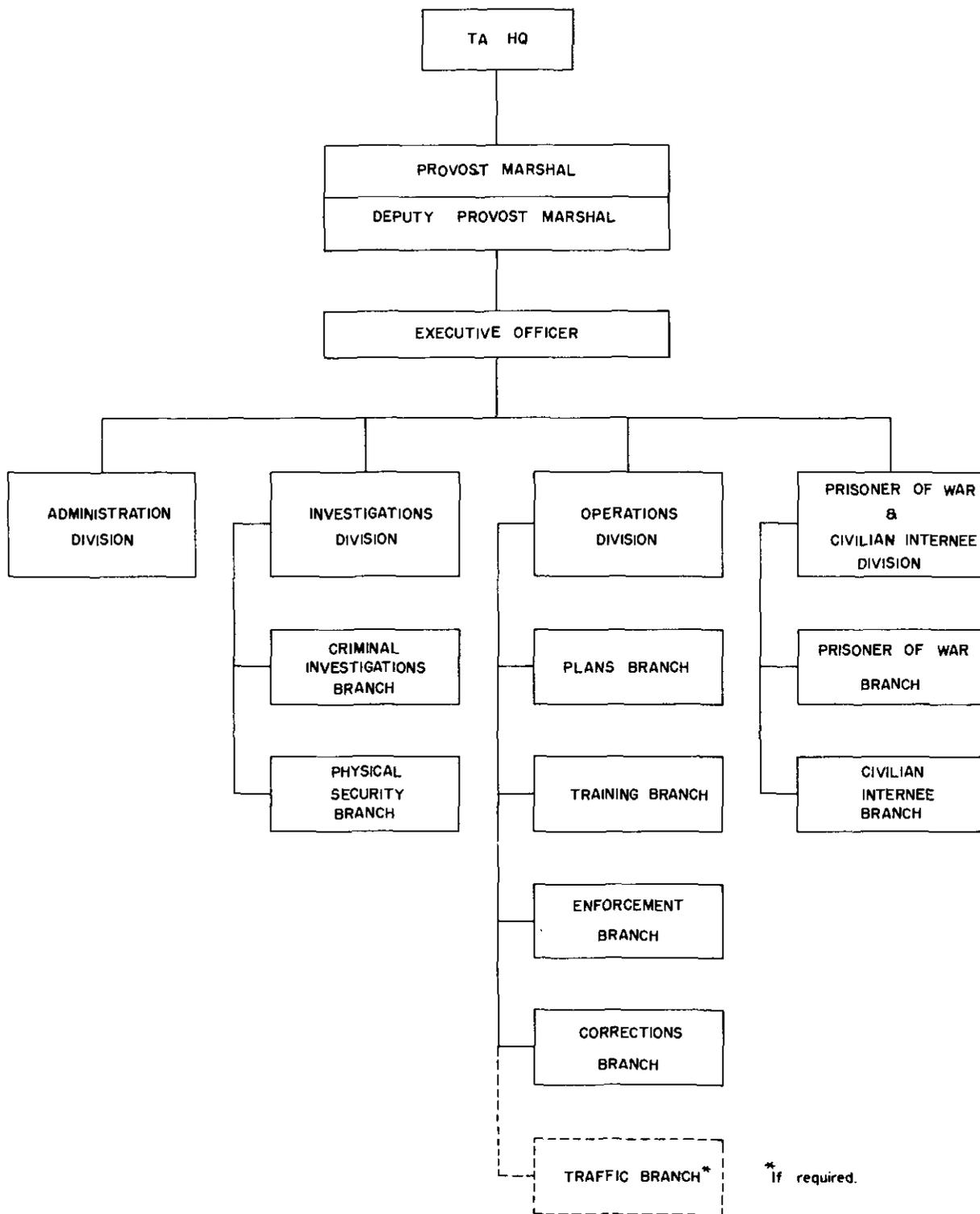
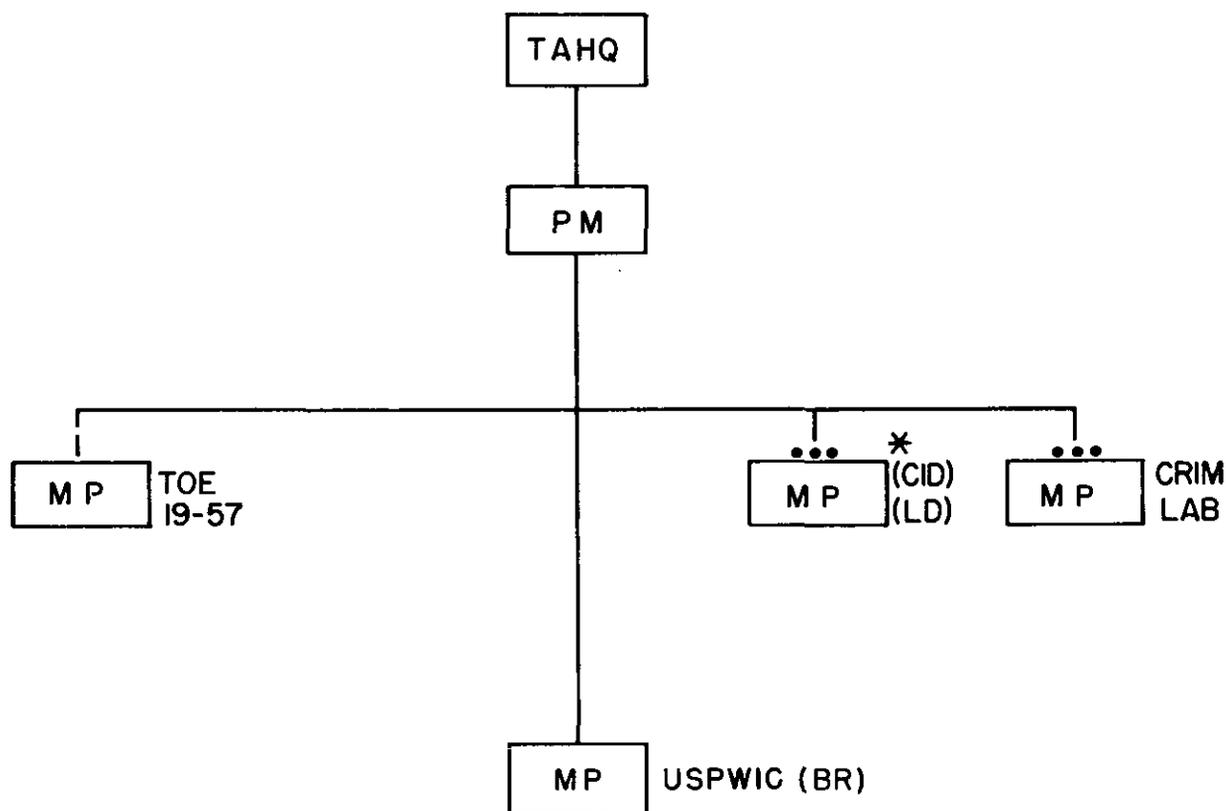


Figure 9. A type organization of a provost marshal section, theater army headquarters.



\* Augmented with language team as required.

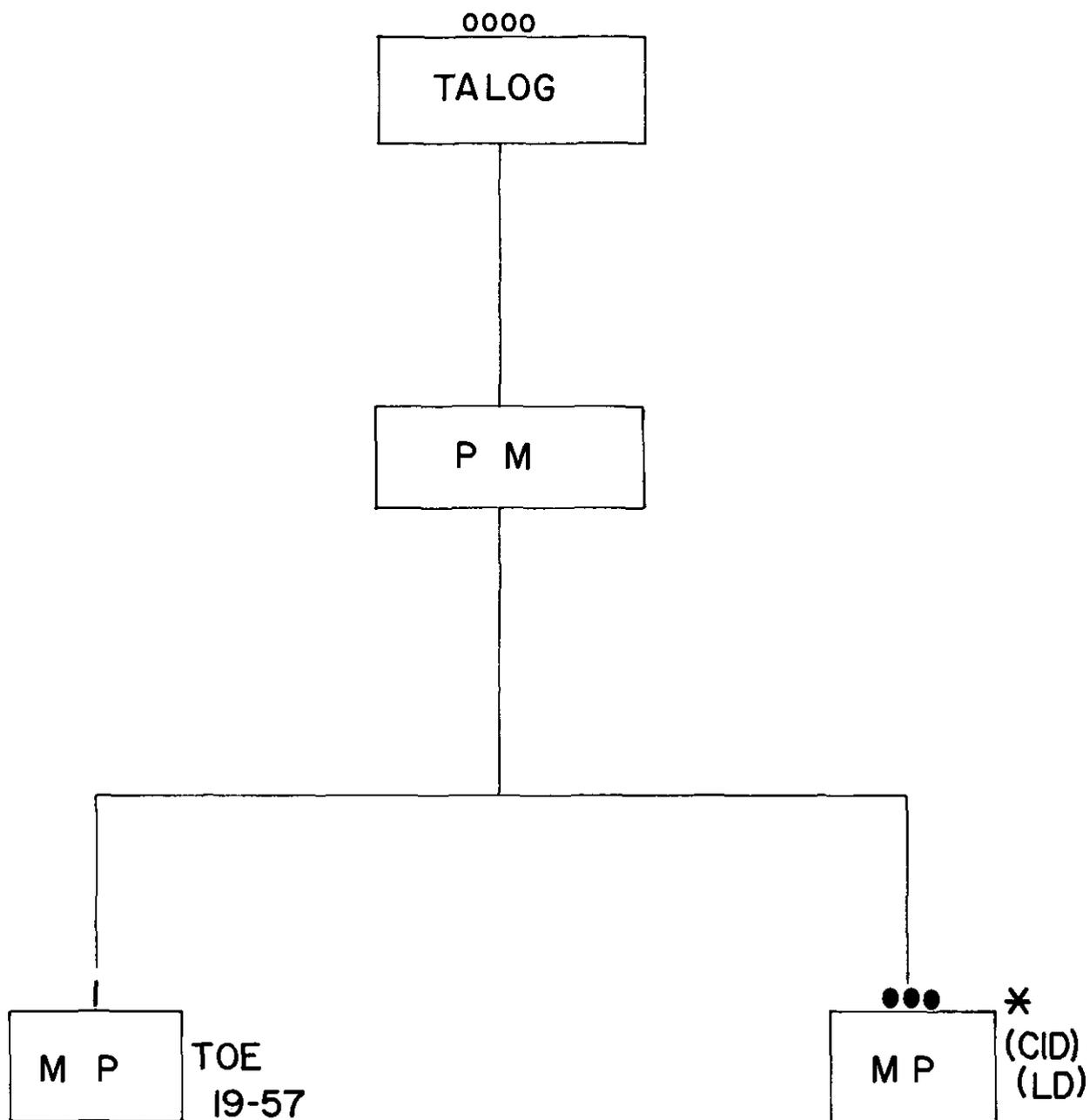
Figure 10. A type organization of military police units, theater army headquarters.

#### Section IV. THEATER ARMY LOGISTICAL COMMAND (TALOG)

##### 35. General

TALOG is a major subordinate command of theater army collateral with army groups or field armies, theater army air defense command (TAADC), and theater army civil affairs command (TACAC). This headquarters is organ-

ized to command, control, and coordinate the combat service support operations required to maintain all U. S. Army Forces located in the theater; and such theater Navy, Air Force, allied, and other forces as directed. Complete discussion of TALOG is contained in FM 54-1.



\* Augmented with language team as required.

Figure 11. A type organization of military police units, TALOG headquarters.

**36. Staff Supervision**

A provost marshal is assigned to this headquarters and is responsible for planning and integrating overall military police support functions in the COMMZ. He coordinates responsive military police support through the provost marshals of ADLOG and BALOG, and with the PW command. A language capability is provided by assigning a functional language team (Team NC, TOE 19-500) to TALOG headquarters as augmentation to the provost marshal section.

**Section V. ADVANCE LOGISTICAL COMMAND (ADLOG)****38. General**

a. The ADLOG is a major subordinate command of the TALOG and is collateral with the BALOG, and such area commands as may be established under the direct control of the TALOG commander. The mission of this command is to furnish combat service support to forces in the combat zone, including U. S. Army missile commands in support of allied ground forces. The successful accomplishment of this mission requires that ADLOG normally be located in extenuation of the rear boundary of the field army it is supporting, and that it possess sufficient mobility to maintain this relative position as the supported field army displaces.

b. ADLOG headquarters is a TOE logistical command headquarters of appropriate size, and has territorial responsibility in the advance section in which operating. Principal operating elements of the ADLOG are any or all of the following:

- (1) Area commands.
- (2) Field depots and branch depots.
- (3) Service support units.
- (4) Tactical units required for rear area security missions.
- (5) Military police PW command.

**39. Staff Supervision**

The provost marshal, ADLOG, keeps the commander and his staff informed on military police matters, and exercises staff supervision

**37. Military Police Employment**

a. TALOG headquarters is assigned a military police company (TOE 19-57) to provide general military police services. This company provides security for the headquarters complex by establishing security posts and dismount points to control ingress and egress of personnel and vehicles in the area.

b. A criminal investigation detachment (TOE 19-500) is assigned to TALOG.

c. A type organization of military police units in TALOG headquarters is shown in figure 11.

over all military police units that are assigned or attached to ADLOG.

**40. Military Police Employment**

a. Military police groups may be assigned an area or a functional mission, dictated by the military police support requirements. When assigned to an area type mission, these groups are assigned the responsibility for the entire ADLOG geographical area with the exception of those complexes which have been assigned to transportation, hospital, depot, and other functional commands. The military police group headquarters provides command and control and unity of effort, and facilitates close coordination between all operating military police elements employed in ADLOG.

b. Military police group commanders assign areas of responsibility to military police battalions. Battalion commanders, in turn, assign areas of responsibility to companies.

c. The military police battalions provide general military police support to include criminal investigation functions. The criminal investigation functions are performed by a criminal investigation detachment (Team LD, TOE 19-500) assigned to the battalion. Each battalion is also augmented to provide supervisory and functional language capabilities, as required. Functional language teams may be further attached to the operating companies and the criminal investigation detachment.

d. A military police company (TOE 19-57) is assigned to ADLOG headquarters to provide



general military police support. The primary function of this unit is to provide security for the headquarters complex by establishing internal and external stationary and mobile military police posts to control the entry and circulation of individuals within the headquarters area. This military police company also furnishes security guards for the personal protection of VIP's, such as commanders and visiting military and political dignitaries, and provides traffic control and escorts as directed by the headquarters.

e. A military police criminal investigation detachment (TOE 19-500) is assigned to ADLOG headquarters under the staff supervision of the provost marshal. The detachment conducts criminal investigations of special interest to the headquarters and also accomplishes physical security surveys of headquarters activities to determine the effectiveness of the physical security measures and program. Normally, a language team is attached to the CID to assist in its operations.

f. Figure 12 illustrates a type organization of military police units in ADLOG.

## Section VI. BASE LOGISTICAL COMMAND (BALOG)

### 41. General

a. The BALOG is a major subordinate command of TALOG and is collateral with ADLOG and such area commands as may be established under the direct control of the TALOG commander. The mission of BALOG is to provide direct support to one or more advance logistical commands. These commands are established within the COMMZ on an "as required" basis, therefore their number will be dictated in large measure by geographical and operational considerations and not necessarily on the basis of providing one BALOG for each ADLOG in the COMMZ.

b. Principal operating elements of the BALOG are any or all of the following:

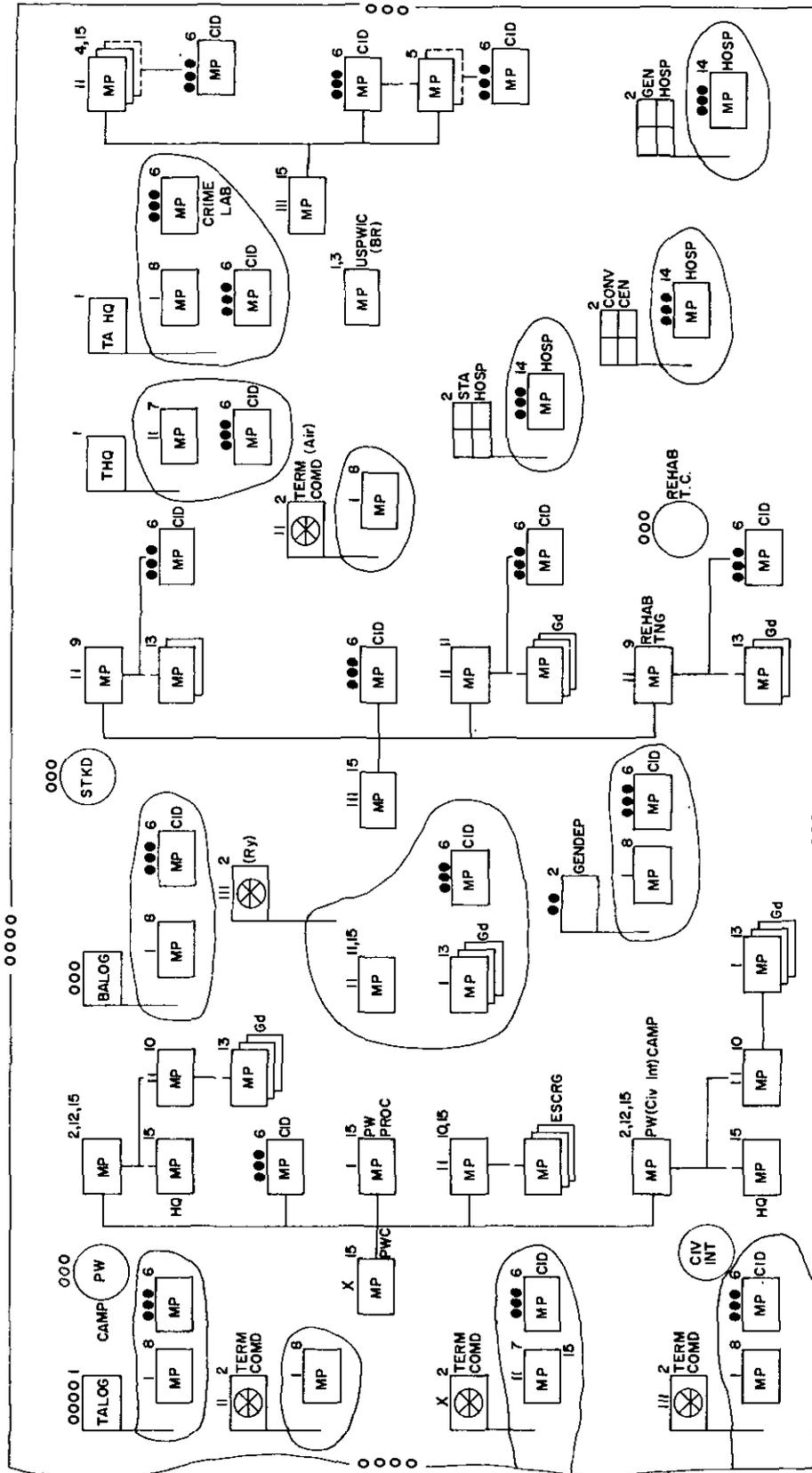
- (1) Area commands.
- (2) Branch depots (can be field depots).
- (3) Service support units.
- (4) Tactical units required for rear area security missions.
- (5) Military police PW command.

### 42. Staff Supervision

The provost marshal assigned to BALOG headquarters generally has the same functions as the ADLOG provost marshal. He advises the commander and staff on military police activities and exercises staff supervision for the coordination of military police support.

### 43. Military Police Employment

The employment of military police in the base section (BASEC) and the advance section (ADSEC) is similar, but may vary depending upon the organizational structure of the COMMZ and other factors such as command policy, number and location of key facilities, and troop concentrations within the COMMZ. A comparison of the two organizations (ADLOG and BALOG) reflects that the BASEC has a number of terminal commands that are not included in the ADSEC. These, and other factors that include placement of THQ and TAHQ, will influence employment of military police units in the COMMZ. A type organization of military police units in BALOG is shown in figure 13.



- NOTES:
1. Shown here for convenience, not necessarily in BASEC.
  2. Number as required.
  3. Assigned TALOG HQ, TAHQ, or THQ (TOE to be published).
  4. Area support Bn (TOE 19-55); 2 plus 1 per city of 500,000.
  5. Area support Co (TOE 19-57); 1 per city of 50-100,000.
  6. TOE 19-500 (teams as required); augmented with a language team.
  7. Command support Bn (TOE 19-55).
  8. Command support Co (TOE 19-57).
  9. Functional support Bn (TOE 19-316); 1 per 1000 mil pris.
  10. Functional support Bn (TOE 19-500); 1 per PW or Civ Int Camp, 1 per 2-6 MP ESCRG Companies.
  11. Security Bn (TOE 19-56 plus 2 or more MP Gd Companies).
  12. TOE 19-256; 1 per 12,000 PW or civilian internees.
  13. TOE 19-247; 1 per 2000 PW or civilian internees, 1 per 500 mil pris, 1 per Trans Ry Operating Bn.
  14. Hospital Detachment (TOE 19-500; AB, JA, 4JB, JU).
  15. Augmented with a Language Team (TOE 19-500) as required.

Figure 18. A type organization of military police units in BALOG.

## Section VII. AREA COMMANDS

**44. General**

*a.* Area commands are established directly subordinate to TALOG, ADLOG, and BALOG as required. These commands are essential elements of the TALOG security system and provide command control over the planning and conduct of rear area security and area damage control operations.

*b.* The organizational structure of area commands is tailored to satisfy the operational requirements. The requisite for creating area commands is based on such factors as the number and locations of key facilities essential to the conduct of effective logistical support operations, troop concentrations within the COMMZ, and the vulnerability of both to air attack, sabotage, and infiltration by enemy forces.

*c.* Area commands operating directly under TALOG may have a logistical mission while area commands operating under ADLOG and BALOG are primarily assigned rear area security and area damage control missions.

**45. Staff Supervision**

The area command headquarters staff normally includes a provost marshal section. The strength and composition of the provost marshal section are predicated on the mission of the area command and the scope of the activities requiring military police support. The provost marshal exercises staff supervision over assigned military police units, and advises the commander and his staff on military police matters.

**46. Military Police Employment**

*a.* The employment of military police in an area command is generally the same as the ADSEC and BASEC. A military police company (TOE 19-57) or military police battalion (TOE 19-55) provides general military police support to include security of the area command headquarters. Military police criminal investigation support is normally provided by the provost marshal of ADLOG or BALOG, but a criminal investigation detachment may be assigned to the area command when the operations of the area command justify such action. Such factors as the mission of the area command, its size, and the concentration of troops and key facilities within its area of responsibility will be carefully considered in tailoring a military police organization capable of providing effective, responsive, and continuous military police support to the command.

*b.* In an area command with a primary mission of rear area security, the emphasis will be placed on the necessity to control the movement and circulation of individuals, the maintenance of an effective police system that is capable of providing the command with timely and accurate information, and reporting on the identity of dissident groups or individuals and other information that will be of value to the provost marshal in discharging his responsibilities. In an area command with a primary responsibility of providing logistical support, the emphasis will stress those military police functions that will permit and facilitate storage security and the rapid and safe movement of supplies to the supported units.

## Section VIII. TERMINALS

**47. General**

*a.* A terminal is a point which contains the required military and civilian commercial facilities used for the loading, unloading, and intransit handling of cargo or personnel involving various modes of transportation, i.e., water, rail, motor transport, and air.

*b.* All COMMZ water terminals, including inland waterways, ports, and beaches, are oper-

ated by terminal commands under the control of the appropriate logistical command (TALOG, ADLOG, or BALOG). There are three types of terminal commands: terminal command "A," terminal command "B," and terminal command "C." These commands vary in size and capability (type "C" being the largest), but the organization of each is basically the same. The mission of these commands is to exercise command of the units engaged in the transshipment

of cargo at port and beach terminals or terminal complexes.

c. All COMMZ port and beach terminals and inland waterway systems located wholly within command boundaries are controlled by ADLOG or BALOG as appropriate. The operation of intersectional inland waterways is under the control of the TALOG transportation officer. Other types of COMMZ terminals (rail, air, motor transport, and pipeline) are operated by intersectional service commands under TALOG control (FM 54-1, and FM 100-10).

#### **48. Provost Marshal Organization**

The military police units assigned to a terminal command, type "B" or type "C," are under the staff supervision of the provost marshal on the terminal command staff. The special staff of a terminal command "A" does not have a provost marshal. However, when military police support to a terminal command, type "A," requires a military police force of company size or larger, a provost marshal section (Team FA, TOE 19-500) should be added to the terminal command headquarters. This addition provides the commander with a staff element knowledgeable in the function of the specific support being provided by the military police troops. The terminal command provost marshal has the responsibility to advise the commander and his staff on military police activities and to coordinate the functions of the military police assigned or attached to subordinate units.

#### **49. Military Police Employment**

a. The military police units provide internal security and perform general military police services in the terminal command's area of responsibility. The ratio of military police to terminal commands will approximate one military police battalion (TOE 19-55) for each port that employs a type "C" terminal command and one military police company (TOE 19-57) for each beach or port complex. Normally, a complex consists of two to five elements, ports, or beaches. When an operation requires two or

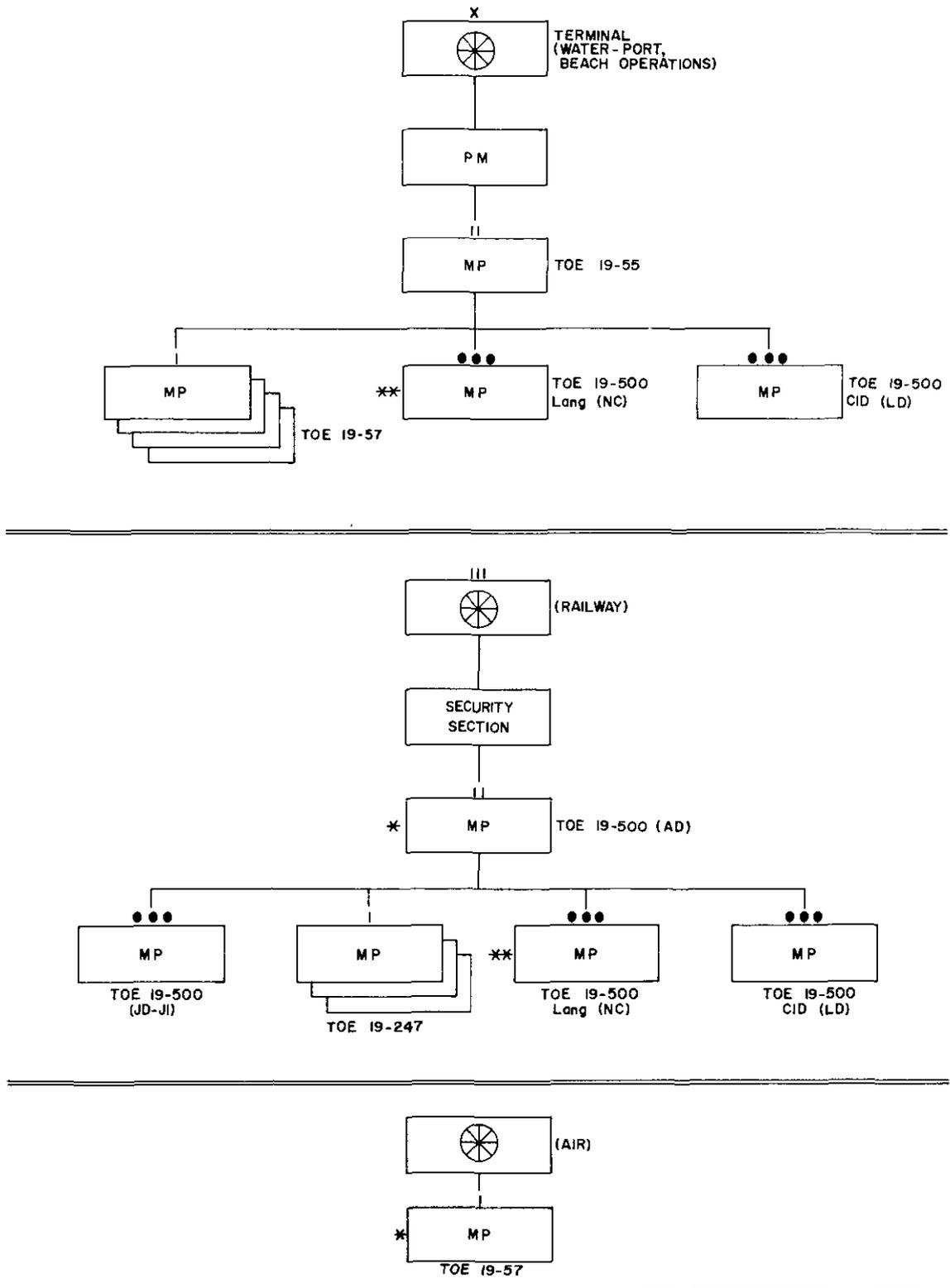
more military police companies for support, an additional military police battalion, headquarters and headquarters detachment (TOE 19-56) should be provided the terminal command. When a terminal command is supported by two or more military police battalions, a military police group headquarters should be used as the operating headquarters. The use of this headquarters will reduce the span of control of the terminal commander to manageable proportions and provide for the unity of effort necessary in order to provide responsive military police support.

b. Military police allocation for air terminals will approximate one military police company (TOE 19-57) for each major terminal operated on a continuing basis. Those operated short periods, scheduled or unscheduled, are supported by the military police unit responsible for that portion of BALOG or ADLOG adjacent to the area assigned to the air terminal.

c. The provost marshal coordinates the military police activities of terminals with the BALOG or ADLOG provost marshal, usually by direct contact with headquarters of military police units and commanders responsible for the area adjacent to the area assigned to the terminal.

d. A criminal investigation capability is provided by assigning a criminal investigation detachment (Team LD, TOE 19-500) to each military police battalion operating with a terminal command. A language capability is provided by attaching a functional language team (Team NC, TOE 19-500) to each military police battalion. When the size of the operating command and the scope of its mission do not warrant the assignment of a military police battalion, the criminal investigation and language support may be obtained from the area military police or as otherwise directed by the BALOG or ADLOG commander.

e. A type organization of military police units on troop lists of other services is shown in figure 14.



NOTES: \* As required.  
 \*\* By augmentation, not a separate unit.

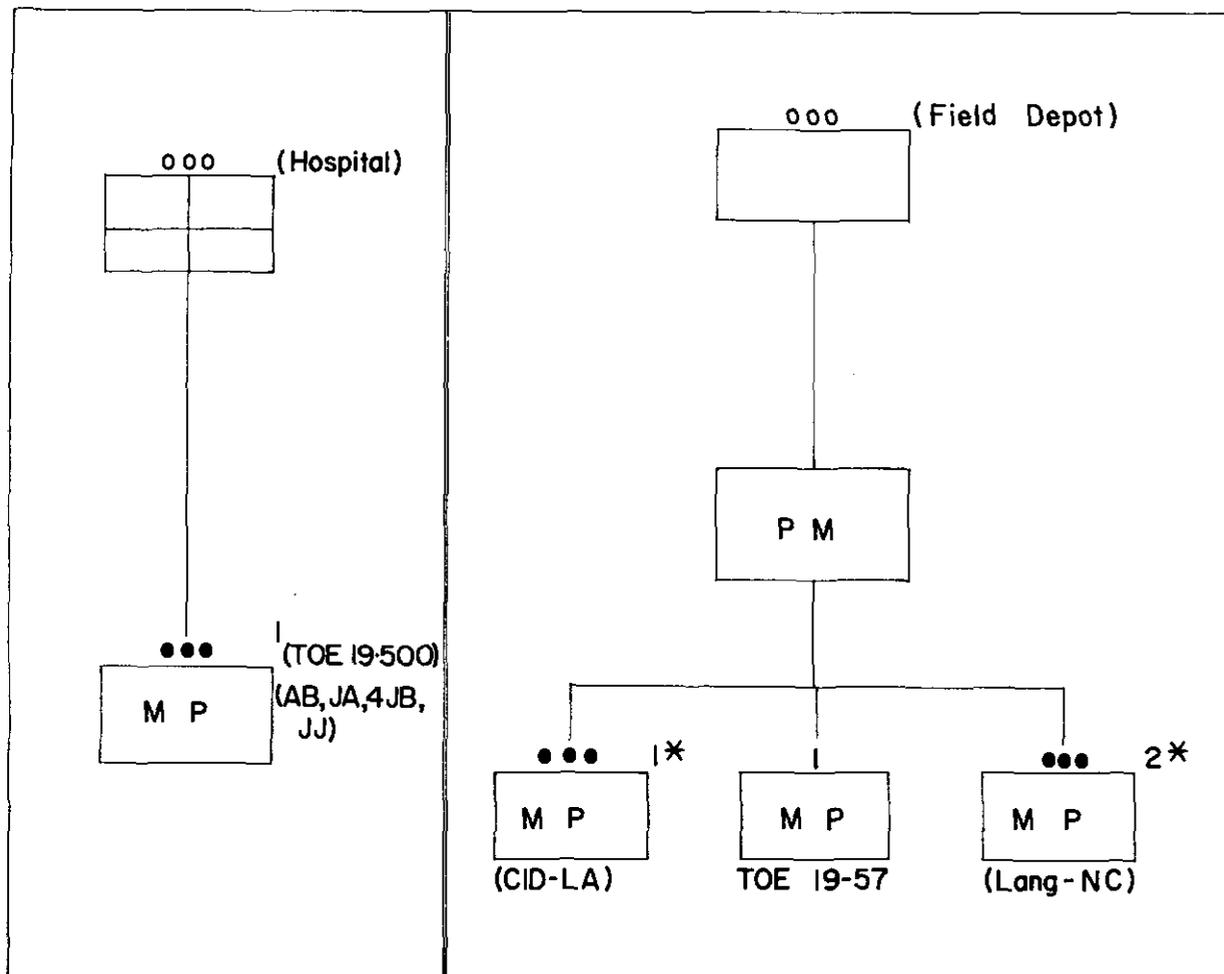
Figure 14. A type organization of military police units on troop lists of other services.

## Section IX. HOSPITALS

### 50. General

a. Fixed-bed hospitalization for the theater is accomplished in the COMMZ. The number and type of hospitals required to accomplish the assigned mission will include these factors:

- (1) Location of COMMZ in relation to the zone of interior.
- (2) The size of the COMMZ.
- (3) Troop strength in the theater.
- (4) Nature of military operations.
- (5) Theater evacuation policy.



\* As Required.

1. TOE 19-500

2. TOE 19-500; augmentation, not a separate unit.

Figure 15. A type organization of military police units on troop lists of other services (hospitals and depots).

b. Hospitals in the COMMZ are characterized by their immobility. This is in contrast to the hospitals in the combat zone where mobile and semimobile hospitals can be established in a matter of hours.

c. Hospitals in the COMMZ are classified and organized on the basis of bed capacity, type and extent of medical care performed, and the primary mission for which they are responsible.

### 51. Types and Organization of Hospitals

a. *General Hospital.* The normal bed capacity of a general hospital is 1,000 patients. This capacity can be expanded 50 percent during emergency periods of short duration, provided an additional expansion unit is furnished the hospital. General hospitals are fixed installations that require station service support, i.e., military police, quartermaster, signal, as augmentation unless TOE's provide these services as an organic part of the hospital unit.

b. *Station Hospital.* Station hospitals in the COMMZ are considered "fixed" installations. They may vary in capability, but are similar in organization. The normal rated bed capacities of station hospitals are from 100 beds to 750 beds, depending on the TOE under which each is organized. The normal capacities can be extended when augmented with additional personnel and equipment.

c. *Field Hospital.* Field hospitals are organized to provide a single hospital facility with a 400-bed capacity or 3 separate, independently operating hospitalization units of 100 beds each. These hospitals have a primary responsibility to provide station type hospitalization to fulfill temporary requirements in the COMMZ. An

example would be to use a field hospital as a supplement to a general hospital while construction of the general hospital is in progress.

d. *Convalescent Center.* The mission of a convalescent center is to provide care and physical reconditioning of patients evacuated from other medical treatment facilities in the combat zone and COMMZ. A convalescent center is normally capable of providing facilities and convalescent care to 1,500 patients. However, when this unit is properly augmented, this capacity can be increased by 1,500 patients. This unit is classified as "fixed" with regard to its degree of mobility. (See FM 8-5 and FM 8-10.)

### 52. Military Police Employment

A military police detachment to support a station hospital, general hospital, or convalescent center is tailored from teams in TOE 19-500, based on local requirements. Team AB, TOE 19-500, is included in each military police detachment to provide the required number of supervisory personnel. A military police officer is included in the supervisory personnel who is also the provost marshal and the military police adviser to the hospital or convalescent center commander. The detachment establishes security posts to prohibit the entry of unauthorized personnel. The security plans for a hospital will include provisions for the security of hospital prisoner wards, VIP's, and for physical security surveys, specifically in connection with the safeguarding of narcotics. Physical security surveys and criminal investigative support will be provided by the appropriate area command provost marshal. A type organization of military police units for hospitals is shown in figure 15.

## Section X. FIELD DEPOT

### 53. General

a. The depot commander is responsible for receiving, storing, and distributing supplies in the general depot in accordance with stockage levels imposed by higher command. Depot commanders are responsible for the security of the installation including the space between storage locations. Responsibility for rear area security and area damage control of areas adjacent to depot installations is normally the responsibility of an area commander operating directly

under the logistical or area command in which the depot is located.

b. The depot commander is provided with an executive and a headquarters staff to assist him in discharging his responsibility. The general depot organization includes a headquarters company, technical service supply sections, attached quartermaster labor service companies, transportation truck companies, and an attached military police company.

#### 54. Staff Supervision

The security effort of a general depot is supervised by the director of administration. However, when military police support to a general depot requires a military police force of company size or larger, a provost marshal section (Team FA, TOE 19-500) should be added to the depot command headquarters. This addition provides the commander with a staff element to supervise the functions being performed by the military police troops.

#### 55. Military Police Employment

*a.* Military police provide physical security and circulation and traffic control within the perimeter of the depot and between storage sites. The security effort of military police is concerned primarily with close-in security of highly sensitive and critical materiel and areas within the depot complex. Escort and protection of materiel and equipment in transit from depot storage sites to destinations beyond the boundary of the depot are provided by the area military police. The type of physical security

and traffic escort provided will be influenced by such factors as—

- (1) Size of convoy.
- (2) Type of cargo.
- (3) Distance to destination.
- (4) Intelligence data.

*b.* It is essential that close coordination between the depot security officer and the appropriate area provost marshal be established and maintained in the movement of sensitive convoys. This coordination is usually effected by direct contact with the headquarters of the logistical command military police unit and the commander responsible for the area adjacent to the depot complex.

*c.* When the operation of a depot generates a requirement for a criminal investigation capability, a criminal investigation detachment (Team LA, TOE 19-500) should be attached. A language team (Team NC, TOE 19-500) may also be attached if such a requirement exists. A type organization of military police units in a field depot is shown in figure 15.

## CHAPTER 6

### INTERSECTIONAL SERVICES

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#### 56. General

a. Intersectional services are highly centralized activities which cross section boundaries, for example, from a point of origin in COMMZ to a unit or activity in the combat zone. In a theater of operations, intersectional services, with the exception of the communications intersectional service which is a responsibility of the theater army commander, are centralized under the command responsibility of the TALOG commander. The respective TALOG staff officers are responsible for planning, supervising, and exercising theater-wide operational control of units of their services irrespective of command boundaries; however, extension of the services into the combat zone is coordinated with the respective staff officers of the field army.

b. Physical security of lines of communications for intersectional service operations is also the responsibility of the TALOG commander. He coordinates and executes this responsibility through his subordinate ADLOG, BALOG, and separate area commands, as appropriate.

c. One of the primary objectives of establishing intersectional services is to increase flexibility by centralized control which reduces reaction time in meeting the logistical needs of the combat units. Mindful of this objective, any action to protect the orderly execution of or to prevent interference with the intersectional service operations is of paramount importance. Effective protection of the widely dispersed intersectional service operations is vitally important since they are the lifeline of the combat forces. The loss of large quantities of material as well as the destruction of communications and transportation complexes from sabotage and guerrilla raids may cause catastrophic delays in tactical operations and tremendous logistical burdens to replenish the loss. Therefore, both the military police and the Intelligence Corps (INTC) security efforts will be directed

toward providing effective security protection from sabotage, enemy guerrilla strikes, pilferage, and other actions that interfere with the particular intersectional service accomplishing its mission.

d. The transportation intersectional service provides an integrated transportation service, not restricted by command boundaries, which supports all Army elements in the theater, and the Navy, the Air Force, and other services as required. Under the control of the TALOG transportation officer, this service includes movements regulations, motor transport intersectional service, railway intersectional service, and inland waterway intersectional service. The organization of the intersectional services and the methods of military police physical security protection of each of the following intersectional services are developed within this chapter.

- (1) Transportation intersectional service.
- (2) Communications intersectional service.
- (3) Petroleum intersectional service.

#### 57. Transportation Motor Transport Intersectional Service

Motor transport is the connecting link that facilitates the integrated transportation intersectional service. It transfers shipments between other modes, supplements them when necessary, and is the best suited mode for most distribution activities. Motor transportation operating units are capable of operating independently as well as by attachment to other organizations or installations requiring their service.

#### 58. Staff Supervision

The staff structure for the transportation motor transport service does not include a provost marshal section. The TALOG transportation officer coordinates all military police support requirements with the TALOG provost

marshal who in turn coordinates them with the provost marshals and/or appropriate staff agencies in BALOG, ADLOG, and field armies.

### 59. Military Police Support

Most of the military police support is provided the motor transport service on an area basis. However, it may be necessary to attach military police to the motor transport command operating the service during the movements of sensitive convoys that require a high degree of physical security. The military police selected for such a mission must be familiar with the techniques of motor convoy escort and equipped with weapons capable of defending against enemy guerrilla raids.

### 60. Transportation Railway Intersectional Service

a. The transportation railway service (TRS) is a part of the transportation intersectional services and has the mission to operate and maintain all military railway facilities that are operated in support of U. S. Army elements in the theater; and for the Navy, the Air Force, and such other agencies as may be directed by the theater commander.

b. The TRS is organized into supervisory, operating, and maintenance units as follows:

#### (1) *Supervisory.*

- (a) General headquarters, transportation railway service.
- (b) Headquarters and headquarters company, transportation railway command.
- (c) Headquarters and headquarters company, transportation railway group.

#### (2) *Operating.*

- (a) Transportation railway operating battalion.
- (b) Augmentation teams.

#### (3) *Maintenance.*

- (a) Transportation railway shop battalion.
- (b) Railway workshop (mobile).
- (c) Augmentation teams.
- (d) Railway equipment company (TROB).

c. The transportation railway group exercises command and supervision over railway

operating battalions (two to six) and railway shop battalions (one or two), plus attached military police, signal, and other service units. If the operations in the theater are limited, the railway group may be the highest echelon.

### 61. Staff Organization

The general headquarters, transportation railway service, and the transportation railway group have a security officer as a member of the command staff. He exercises staff supervision over assigned or attached military police organizations. The security officer is responsible for planning, directing, and supervising security and related activities concerning the railroad net and the fixed and semifixed installations under the control of the command.

### 62. Military Police Employment

a. The ratio of military police to transportation railway service elements will approximate one headquarters and headquarters detachment, military police battalion (TOE 19-500), per one railway operating group and one military police guard company (TOE 19-247) per one railway operating battalion. When two to five military police battalions are employed in support of the transportation railway group, a military police group headquarters should be used as the military police operating headquarters. This headquarters reduces the span of control and provides the required unity of effort to insure responsive military police support.

b. Military police activities of major importance to the transportation railway group are coordinated by the transportation railway security officer with the TALOG provost marshal through the director of security of the general headquarters, transportation railway service. Coordination should also be effected with logistical command military police having adjacent area responsibility in order to provide the defense posture with greater depth and capabilities for eliminating threats to security. Further, coordination should be established and maintained with appropriate commanders of rear-area security forces since the security of tunnels, overpasses, and bridges on the railroad right-of-way is the responsibility of the com-

mander of the area through which the railroad passes.

c. A criminal investigation capability may be provided by assignment of appropriate criminal investigation teams from TOE 19-500 to each military police battalion operating with railway units.

### 63. Communications Intersectional Service

a. The mission of the communications intersectional service is to furnish communications by a network of control or control subcenters that extend from the COMMZ to areas near the frontline combat troops. These control or control subcenters, located strategically throughout the theater area, are interconnected by radio and/or wire and cable circuits, and are located so that several alternate routes of communications are provided between any two control or control subcenters. Consequently, if any important control or control subcenter is destroyed by enemy action, the entire system will not be inoperative.

b. Primary physical security requirements generated by the communications intersectional service which necessitate military police support are—

- (1) Control of circulation of individuals.
- (2) Defense against guerrilla activity.
- (3) Rear area security.
- (4) Protection of critical and sensitive materiel and facilities.

### 64. Staff Supervision

The TALOG provost marshal provides overall staff supervision of the military police support provided the communications intersectional service through respective area command provost marshals.

### 65. Military Police Support

The employment of military police in support of the communications intersectional service is generally provided on an area basis through normal ADLOG and BALOG military police area service. However, movement of classified and sensitive communications materiel and equipment may require physical security protection by military police on a functional basis. In areas where critical communications sites are located that require continuous security to guard against sabotage and/or guerrilla attack,

24-hour military police stationary posts may be established. This security requirement must be considered when planning military police strength and assignments. It must also be considered in developing mission type orders for area military police. Such posts should be augmented by intrusion detection devices, if available, and by sentry dogs. Military police patrols operating in these areas will further add to the security posture of the communications intersectional service.

### 66. Petroleum Intersectional Service

The petroleum intersectional command (POLIC) is under the staff supervision and, normally, the operational control of the quartermaster, TALOG. This command is charged with the responsibility to receive, store, and distribute all petroleum products. To accomplish this mission, a petroleum system is developed that extends from water terminals, or other ports of entry, to pipeheads as far forward into the combat zone as is practicable. The petroleum distribution system includes the operation of bulk and package storage facilities, tank farms, bulk reduction facilities, tank car and tank truck loading facilities, and rigid and collapsible pipelines. The pipelines are the major means of transporting the volume of POL that is required for the field armies.

### 67. Provost Marshal Coordination

The petroleum intersectional command does not have a provost marshal or military police organic to the command. Military police support is coordinated by the TALOG provost marshal through the respective ADLOG, BALOG, and area command provost marshals.

### 68. Military Police Support

Military police support is provided on an area basis. When planning for military police for the area command, consideration must be given to this mission. Planning should also include the requirements for patrols and for establishing liaison with the personnel who operate tank farms and pumping stations. This system of providing security can be augmented by the use of sentry dogs controlled by experienced handlers around sensitive areas and key operations that are most vulnerable to subversive action.

## CHAPTER 7

### MILITARY POLICE OPERATIONS

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#### Section I. INTRODUCTION

##### 69. General

a. Military police operations in the COMMZ require continuous liaison and coordination between the TALOG provost marshal and the provost marshals of BALOG, ADLOG, and the field army. Effective coordination, to insure responsive military police support, requires complete understanding of the scope and methods of military police operations within each command, and full knowledge of the interests that other staff agencies have in military police operations.

b. Factors that affect military police operations in the COMMZ include—

- (1) Type of warfare.
- (2) Operational environment.
- (3) Presence of large troop concentrations in COMMZ.
- (4) Number of PW's retained and civilians interned.
- (5) Attitude of the civilian population.

#### Section II. PHYSICAL SECURITY

##### 70. Responsibility

a. The TALOG commander is charged with the overall responsibility to insure that appropriate physical security measures are taken in COMMZ to keep the loss of supplies, equipment, and materiel through acts of sabotage, fire, and pilferage to a minimum. He delegates the responsibility for the conduct of physical security operations to the subordinate commanders.

b. The TALOG provost marshal has staff interest in the execution of plans, policies, and procedures pertaining to the criminal investigation, law enforcement, and crime prevention aspects of physical security. His interest in security is related to the prevention of unauthorized entry; the control of entry; the circulation and exit of authorized personnel and vehicles and materiel control procedures; the enforcement of laws and regulations by means of military police and civilian guard services, perimeter barriers and approach areas, protective lighting and alarm systems, and pass and badge systems; the conduct of military police activities in law enforcement; and the preven-

tion and detection of crime. He has staff responsibility for the physical aspects of security which involves criminal investigation operations, crime prevention surveys, military police operations, and the conduct of surveys to establish the need for, or to determine the effectiveness of, those physical security measures identified above.

c. Close cooperation and coordination between intelligence officers and provost marshals at all echelons is a recognized necessity in the establishment of an effective command security program. Those aspects of security in which the intelligence officer has primary staff interest involve counterintelligence operations, counterintelligence surveys and inspections, and the protection of classified defense information.

##### 71. Physical Security Program

Each commander is responsible for initiating a detailed program to establish methods of safeguarding by physical means. This program requires careful and continuous study of physical security problems, potential hazards, physical

layouts and arrangements, available mechanical and other physical security aids, and coordination and cooperation to be expected from other forces in the area.

## 72. Physical Security Plan

Subordinate commands of TALOG will publish security plans based on the TALOG security directive. These plans must provide for proper and economical utilization of personnel, must be flexible to permit timely changes for meeting emergencies, and should contain the following:

- a. Geographical outline of security area.
- b. Description of physical barriers.
- c. Procedures used to control the movement of personnel and materiel.
- d. The protective lighting system utilized.
- e. The protective alarm system utilized.
- f. Description of key control system.
- g. The guard organization.
- h. The protective communications system and alternate system.
- i. Description of additional protection afforded critical or sensitive areas.
- j. Installation maps, sketches, and diagrams.
- k. Emergency plans for fire, storm, riot, and other contingencies and what guard reinforcement will be available.
- l. The duties of security personnel to include copies of individual guard post orders.

## 73. Physical Security Personnel

Personnel detailed to perform security duties may include military police units, other service or combat troops, or civilian guard personnel. These personnel must be thoroughly briefed on their duties and fully capable of carrying them out.

## 74. Physical Security Surveys

a. The military police organization in the COMMZ provides each commander with the capability to conduct physical security surveys or to have this service performed by units available to the higher commander.

b. Physical security surveys are on-site examinations to determine the adequacy of exist-

ing safeguards, to identify deficiencies or excesses, and to serve as a basis for the activity's physical security operations plan.

c. Physical security surveys are conducted at each depot, storage area, installation, or other activity where a need exists to determine and classify the areas of security interest. Physical security surveys critically evaluate those items enumerated in the physical security plan and make specific recommendations toward increasing the effectiveness of the overall physical security program.

d. The information developed by the physical security surveys are of significant value to the commander in preparing, revising, and keeping current the physical security plan for the installation/activity.

e. A followup physical security survey will be conducted, if required, indicating the action taken on recommendations contained in the previous surveys.

## 75. Security Areas

Security areas are physically defined areas containing a security interest, such as special ammunition and component parts of special weapons. These areas involve different degrees of security interest depending upon the security classification of the materiel in storage and property required for the continued operation of the activity. In order to provide an effective and efficient basis for applying physical security protection measures, degrees of restrictions of access and control of movement and type of security required, three types of security areas may be established: exclusion, limited, and restricted.

## 76. Protection of Security Areas

Physical security equipment should be used as adjuncts to assist military police who are assigned to guard security areas. Guard monitored intrusion detection alarm systems, together with appropriate type of wire fencing and a communications net that connects all security posts with military police headquarters, are measures that will enhance the effectiveness of the security effort. A definite procedure should also be established with specific written instructions for security guards pertaining to authorized ingress and egress.

## 77. Security of Nuclear Weapons and Ammunition

*a. In Depots.* Military police are attached and/or assigned to ordnance units that have a mission to receive, store, and issue nuclear weapons and ammunition. Mobile and stationary posts are established at the depot and storage areas for circulation control of individuals in accordance with the defense and local security plans developed by the depot commander and in compliance with the TALOG security directives.

*b. Intransit.* Special weapons cargo movements require considerable coordination among various headquarters, staff officers, and units. An officer courier is assigned to accompany and be the responsible coordinator for each shipment. Coordination must be limited to those individuals having a definite need-to-know due to the sensitivity of the cargo. Upon notification of a shipment, the TALOG director of security provides the TALOG provost marshal with pertinent data that includes date and time of shipment, mode of transportation, point of arrival, departure, and destination. With this information, the TALOG provost marshal coordinates the military police physical security requirements with the appropriate major command provost marshal. Shipments of special weapons cargo arriving in the theater destined for a special weapons depot in COMMZ may require physical security protection from point of entry to final destination. The port or terminal military police will provide the required close-in security until the shipment is removed from their area of responsibility. Normally, this will be effected by the military police organic to the receiving depot or as directed by the higher command, i.e., BALOG.

## 78. Security of Supplies

### *a. Intransit.*

- (1) The security of supplies intransit is a normal function of the carrier agencies. The provost marshal, however, may be required to plan the security of supplies intransit, particularly when military police or security guard personnel are employed. The determination of the necessity for guarding

the various classes of supplies while intransit and to provide adequately trained guards for the safeguarding of such shipments are the responsibilities of the shipper.

- (2) Security operations for supplies intransit may be classified as to type, i.e., railway security, port security, convoy security, and pipeline security. Each type has security problems peculiar to the carrier or the transport method involved.
- (3) The amount or degree of security required for supplies intransit will vary with the terrain, the methods of transport, the economic conditions in the area, and the enemy capabilities to attack or to employ guerrillas or saboteurs.

### *b. In Storage.*

- (1) The security measures that are applicable to the security of supplies in storage are related to the nature of the materiel stored, the geography of the area, the economic or political situation, the potential enemy action, and the available logistical support.
- (2) The degree of protection required may vary with the property and installation, as well as with the activities or areas within the installation. To provide for differentiation and, at the same time, to facilitate and simplify security, appropriate restrictions, controls, and protective measures are applied. In some installations, entire areas or activities may require only one type of protection; in other installations, specific activities or areas may require additional protection, such as the segregation, compartmentalization, and multiplication of protective measures.

## 79. Prevention of Pilferage

*a.* The pilferage of government property adversely affects military operations by creating shortages. Pilferage may range from the stealing of candy bars to the stealing of the largest items that can be taken by organized offenders.

b. Maximum control is exercised and selective measures may be used to protect highly pilferable cargo; e.g., supplies that are in local demand on black markets or are immediately useful to individuals and their families. Food, medical supplies, automotive spare parts, POL, and clothing are common targets.

c. Pilferage is controlled by coordinating traffic enforcement, circulation control, and physical security measures. Pilferage may be prevented or suppressed by—

- (1) *Continuously observing loading and unloading of supplies.* Pilferage occurs most frequently where supplies are loaded or unloaded. During unloading from ships, railroad cars, or trucks to other carriers or to storage, cargo handlers (military or civilian) may attempt to pilfer case lots or the contents of broken cases.
- (2) *Guarding stored supplies.* Storage areas, fences, and walls should be checked frequently by foot and/or motor patrols.
- (3) *Controlling circulation of individuals and vehicles in warehouses and depot areas.* Circulation control measures, including the use of gate guards and restricted areas, reduce opportunities for contact between unauthorized persons and personnel engaged in handling or protecting supplies.
- (4) *Searching personnel who handle supplies.* Military police may search persons and their vehicles on Army installations provided the installation commander approves such searches and, if applicable, the persons concerned have been advised in advance that consent to search is a condition precedent to entry upon the installation. Periodic searches usually deter pilferers. Search personnel should be trained in the methods of systematically searching persons and vehicles. They should also know the limitations of their authority. Close supervision of search operations is required.
- (5) *Using military police patrols, sentry dogs, and physical security safeguards.*

Fences, walls, protective lighting, locks, and other physical security safeguards should be installed to decrease the need for military police and guard personnel. (For added discussion on physical security of military industrial installations, see AR 380-20, AR 380-130, AR 380-131, and FM 19-30.)

## 80. Railway Security

a. Military police units involved in railway security may be attached or assigned to a major transportation railway command, or they may be a unit of the area military police. Railway security may be implemented by special guards detailed to such duty by commanders during organic rail movements, by selected military police units within an area, or by functional military police units.

b. Military police security units are usually allocated on the basis of one battalion to each transportation railway command or one company to each railway operating battalion. The organization and strength of military police security units will, however, vary widely according to the tactical situation, rail network, pilferage rate, distance between supply points, and type and amount of goods transported.

c. Military police railway security measures are limited mainly to a defensive posture on rolling stock and marshalling yards, but do not extend to warehouses or other storage facilities.

## 81. Water Terminal Security

a. Except when expressly indicated by higher command, from the time military cargo arrives in a water terminal until it leaves, the security of the cargo at the terminal is a responsibility of the terminal commander. The commander of the terminal delegates responsibility for cargo security to subordinate officers of his command, as circumstances require.

b. The provost marshal coordinates the security plans with the chief of each terminal operating activity responsible for the storage, processing, or movement of cargo through the terminal. The provost marshal prepares plans that cover the prevention of pilferage. The provost marshal may supervise both the military police units that are assigned to the ter-

minal and the civilian guards that are utilized in the terminal.

c. A cargo security officer may be appointed by the terminal commander to forestall mishandling and pilferage of Government cargo aboard a vessel at a terminal from the time of arrival until it leaves, to report damage and pilferage, to make recommendations for preventing such losses, and to deliver special cargo entrusted to his care to the proper receiving officer.

## 82. Water Terminal Security Guards

Security guards are provided by the terminal commander from personnel of his command, such as—

a. Personnel of the Armed Forces on duty at the terminal.

b. Civilian guards.

c. Technical service units guards. (They normally come under the operational control of the terminal commander upon their arrival at the terminal.)

## 83. Water Terminal Guard Force

a. The guard force is the key to the successful maintenance of security.

b. Guard posts are stationary or walking, depending on the type of supplies and cargo on the wharves, the types of ships, and the location and nature of the posts.

c. Gate guards check passes and badges of all individuals entering or leaving the terminal facilities; issue and check badges of authorized personnel entering or leaving restricted areas in the terminal, such as piers, wharf sheds, vessels, and ammunition areas; search bundles and packages being taken from the area; examine trip tickets and "tally-outs" of cargo vehicles; control vehicle, railroad, and pedestrian traffic; and direct persons without proper passes to the identification section.

d. Pier and beach guards may be assigned to stationary posts and limited to guarding certain areas containing cargo or they may be assigned to walking posts.

e. Guards on the piers check badges, observe longshoremen, keep on the alert for evidence of pilferage or tampering, and assist or relieve

pier guards. Guards watch for small boats approaching the wharves. They check for proper identification of persons on board who desire to enter the pier or to board any vessel docked at the pier. Guards should have ready access to firefighting equipment; they should maintain constant vigilance for fires under piers and heavy accumulations of oil next to pilings.

f. Off-shore guards, on stationary or walking posts, cover the harbor or stream end of wharves. They watch for trespassers in boats. They notify the officer of the day or the sergeant of the guard of the approach of a cargo vessel in order that gangplank and ship guards will be on hand when the vessel docks.

g. Gangplank guards control longshoremen, terminal personnel, crew, and ship handlers boarding and leaving a vessel.

h. Hatch guards are posted in cargo hatches where longshoremen load or unload cargo. Hatch guards stay on the same level as workmen, when possible, and report on damaged cargo and evidence of pilferage and sabotage.

## 84. Personnel Identification and Control

a. A bureau for the issuance of identification cards should be established at a convenient location within an installation.

b. Positive identification of individuals must be established prior to the issuance of identification cards. The cards must bear a definite expiration date. They should be renewed upon expiration; revalidated by stamping, notation, or other easily distinguishable method; or reissued at frequent intervals.

c. All visitors should be registered, cleared by proper authority, and issued temporary identification cards instantly distinguishable from permanent cards. Wherever necessary, a visitor may be escorted to and from his destination. A temporary identification card must be surrendered by the holder when he leaves the installation.

d. For security purposes, it is necessary to ascertain the contents of packages carried in or out of a terminal or storage area. Packages or lunch pails carried by employees or visitors leaving the installation should be examined carefully. Whenever possible, a checkroom

should be provided at the gate of an installation for employees or visitors to check packages.

## 85. Entry and Exit Control

a. Separate gates or entrances should be provided for "in" and "out" traffic, both vehicular and pedestrian. Double entrances or exits, permitting both vehicular and foot passage, may be used to reduce the number of gates, to economize on guard personnel, and to expedite movement. However, by limiting all foot passage, both "in" and "out," to a single opening, such as a gate or turnstile, maximum supervision is obtained and pass control is simplified. All traffic should be required to pass a checkpoint in a single line.

b. In large operations, where physical conditions permit, the overall control plan will—

- (1) Permit traffic to proceed in an even and uninterrupted flow.
- (2) Segregate different types of traffic, such as vehicular and foot traffic.
- (3) Designate separate gates for incoming and outgoing convoys.

## 86. Mechanical Devices

Mechanical equipment and devices are of value in securing supplies in storage. Internal construction and devices, such as fences, door locks, and bars, should be designed to keep trespassers out and to prevent the unauthorized removal of property. Mechanical devices, such as the photoelectric cell, inspectoscope, audible alarm system, and ultraviolet fluorescent mineralight, may be used to augment security.

**Caution:** Use of an inspectoscope requires approval of the surgeon as it constitutes a radiation hazard.

## 87. Investigation and Apprehension in Security

a. The early apprehension and speedy conviction

of pilferers act as deterrents to pilferage. Investigations should be conducted by accredited military police investigators who are familiar with the terminal operation.

b. Guards who discover evidence that is connected with larceny or black-marketing should immediately report such evidence to their superior.

## 88. Convoy Security

Measures necessary for the security of supply convoys against loss or pilferage include a comprehensive security program and an adequate security force that is well trained. These security measures can be grouped into the following general categories:

a. *Preventive Measures.* Basic preventive measures in convoy security include—

- (1) Denying access by unauthorized persons to trucks and to loading and unloading areas.
- (2) Holding operating personnel responsible for the security of supplies in-transit.
- (3) Fully utilizing all facilities available in the prevention of pilferage.

b. *Corrective Measures.* Basic corrective measures in convoy security include—

- (1) Apprehending pilferers in illegal possession of U. S. Government property.
- (2) Insuring thorough and complete investigation of all incidents of pilferage and immediate apprehension of those concerned.
- (3) Recommending changes in the security guard force and the rearrangement of facilities, when results of investigations indicate such changes are advisable.

## Section III. CONTROL OF CIRCULATION OF INDIVIDUALS

### 89. General

a. During hostilities, the control of the circulation of individuals in the COMMZ is necessary to the security and successful mission accomplishment of military operations and military installations.

b. Three agencies act in concert to restrict the movement of individuals whose circulation may be inimical to the accomplishment of the military mission.

- (1) *Military police.* The military police enforce command orders and regula-

tions for the control of the circulation of military and civilian persons, assist in the application of counterintelligence measures, and assist in controlling the movement of refugees.

- (2) *Civil affairs*. Civil affairs exercises travel control over civilians in order to prevent interference with the military effort and disruption of the civilian economy.
- (3) *Intelligence Corps (INTC)*. The Intelligence Corps exercises travel control over individuals in order to detect treason, sedition, subversive activity, and disaffection, and to detect and prevent espionage and sabotage.

## 90. Circulation Control of Members of the Military Establishment

*a.* Military police control the circulation of members of the Military Establishment for the purpose of—

- (1) Enforcing laws, orders, and regulations.
- (2) Maintaining order and discipline.
- (3) Apprehending deserters and personnel absent without authority.
- (4) Suppressing crimes among and against personnel of the Military Establishment.
- (5) Suppressing vice.

*b.* Military police control comprises observation and enforcement through patrols, checkpoints, and control points. Military police action includes enforcing measures for identification and registration, and enforcing pass regulations.

*c.* In controlling circulation, a thorough examination of the means of identification and authorization may be required in order to establish such facts as—

- (1) The identity of the bearer.
- (2) The authenticity of the authorization.
- (3) The time and locality limitations prescribed.

*d.* Military police patrols may frequently be given the sole mission of checking identification and authorization. A thorough canvass may be

conducted in an area, when necessary, in order to examine identification documents.

*e.* The provost marshal may be required to plan for a system of registration for the identification of personnel and the issuance of passes or permits. For example, a registration system is normally maintained in a military installation or other area under military jurisdiction for all motor vehicle operators who have access to the installation or area, as well as for all civilians, either employees or visitors.

*f.* The provost marshal may be charged with the supervision of the identification and registration of certain civilians, such as employees of the occupying forces, or applicants for such employment.

*g.* Both during the combat phase and after the cessation of hostilities in the area, military police exercise direct control of the circulation of all persons accompanying or serving with the Armed Forces, including correspondents, photographers, technical observers, and Red Cross personnel who carry credentials issued by the Department of Defense, Army, Navy, or Air Force. The right of such persons to travel is normally endorsed by the means of passes that are issued by the provost marshal.

## 91. Circulation Control of Local Civilians

*a.* Circulation control is established or maintained upon the occupation of hostile territory in order to prevent looting and pillage, to apprehend wanted persons, to neutralize guerrilla activity, and to maintain order pending the reestablishment of civil law enforcement agencies.

*b.* After the reestablishment of civil government, controls on circulation may be continued or extended. In the COMMZ, military police assist civil affairs and INTC personnel in circulation control of local civilians for the purpose of—

- (1) Security against espionage, sabotage, sedition, and subversive and treasonous activities.
- (2) Security against infiltration by enemy troops and guerrillas, or paramilitary organizations.
- (3) Prevention of movement by civilians in such a mass and along such routes as to impede troop movements.

- (4) Restricting movements of individuals whose activities may disrupt the economy of the occupied area.

c. Factors that require consideration in establishing regulations for controlling the movement of civilians include—

- (1) The degree of freedom of movement to be permitted civilians in an active theater.
- (2) The classes of civilians whose travel or circulation should be restricted.
- (3) The control measures to be applied.
- (4) The personnel available for enforcement.
- (5) The coordination necessary between the agencies issuing the means of identification or the travel authorization and the enforcement agencies.
- (6) The frequency and nature of changes in identification.
- (7) The times and circumstances of expanding or removing controls.

d. Measures for the control of the circulation of civilians during hostilities may include—

- (1) Curfews, restricted areas, no-passage lines, control points, and road blocks.
- (2) Policies requiring civilian inhabitants to remain near their homes.
- (3) Relocating refugees nearest their point of initial collection.
- (4) Evacuation of inhabitants, where necessary.

e. Military police control is exercised by

motorized patrols and traffic control posts. The posts and patrols work in conjunction with INTC security control posts.

f. Military police assist civil affairs, when necessary, in evacuating civilians by enforcing movement orders, controlling foot or vehicle movements, and maintaining order at refugee clearing stations and, where necessary, in refugee camps.

g. Indigenous police, under the supervision of civil affairs personnel or military police, may be used to enforce travel regulations in the COMMZ.

## 92. Border Control

a. Control of the circulation of individuals, military and civilian, is exercised at international borders. Border control is maintained for reasons of security, customs and tariff enforcement, protection of the civilian economy, and apprehension of criminals, absentees, and persons of intelligence interest. It is maintained through the establishment of authorized road or rail crossing points, border patrols, control posts, and, if feasible, liaison with authorities of neighboring countries. Prohibited or restricted zones may facilitate the control of circulation at borders. Military police may be required to operate control posts and border patrols, and to supervise crossing points.

b. In border control, as in all phases of circulation control of individuals, military police normally coordinate with civil affairs, INTC operations, and indigenous police, as appropriate.

## Section IV. TRAFFIC CONTROL

### 93. General

a. The military police traffic control mission in the COMMZ is one of significant importance since it provides the commander with the traffic control assistance required in the moving of scheduled and unscheduled combat and supply vehicles and the unscheduled military and civilian movements connected with the circulation control of the civilian population.

b. The ability and the degree of efficiency with which the military police perform this

mission will influence the commander's action and decisions. To enable achievement of the goal of precise traffic control, consideration must be given to a number of influencing factors, which include—

- (1) General geographical characteristics in the area.
- (2) Type of warfare.
- (3) Width and depth of the COMMZ.
- (4) Type of terrain.
- (5) Intensity of combat.

- (6) Enemy activity and specifically the surveillance and guerrilla capability.
- (7) Degree of air superiority maintained by friendly forces.
- (8) The effect of nuclear as well as conventional weapons.
- (9) Weather and its effect on the existing road nets.

#### 94. Characteristics of Military Traffic

Military traffic consists of the planned movement of groups of vehicles on a common mission and the independent movement characteristic of civilian traffic, nonmilitary vehicles, animals, and individuals. Since military agencies are subject to centralized control at all times, military traffic is more readily controlled than civilian traffic. Measures that are impracticable for civilian traffic can be adopted, such as for scheduled movements and movements under blackout conditions.

#### 95. General Principles

*a.* Traffic control is a command responsibility. Efficient staff planning and coordination and close cooperation between provost marshals, appropriate staff agencies, and unit commanders are required for effective traffic control. The use of well-trained military police together with forceful supervision is important in achieving uniform and effective traffic control.

*b.* The basic principle is to exercise the minimum of control necessary to permit the maximum flow of traffic necessary to accomplishment of the military mission. In the combat zones, emphasis is placed on uninterrupted movement. In the COMMZ emphasis is placed on safe movement.

#### 96. Provost Marshal Responsibilities

The provost marshal—

- a.* Advises the commander and staff on plans, policies, and procedures pertaining to traffic control.
- b.* Exercises staff supervision over military police who control traffic.
- c.* Prepares the traffic control plan, based on the traffic circulation plan.

*d.* Coordinates with the director of plans and operations concerning the training of military police in traffic control duties.

*e.* Coordinates traffic control activities and policies with other provost marshals and appropriate civil authorities.

*f.* Provides timely advice to commanders of subordinate units in regard to military police assistance and support during specific moves.

*g.* Contributes to the formation and implementation of a traffic accident prevention program.

*h.* Recommends traffic accident investigation policies and implements them for the command.

*i.* Coordinates with the safety director, advises him in enforcement and investigation matters, and provides factual investigative data for guiding the accident reporting and prevention efforts.

*j.* Establishes continuing liaison with civil law enforcement agencies to promote the policy of their prompt notification of the appropriate military authorities when problems develop which involve military personnel.

#### 97. Traffic Planning

Traffic planning is the progressive and continuous adaptation of road movements to the changing needs of the tactical and logistical situation. As a rule, the general plan of traffic circulation and control is built around the supply and evacuation system, because supply and evacuation movements are readily determined and are of a recurring nature. Troop movements are superimposed on and are usually given priority over supply and evacuation traffic in accordance with tactical requirements. Effective traffic planning depends on planned movements and planned enforcement.

#### 98. Traffic Circulation Plan

*a.* The traffic circulation plan is a plan for routing all classes of movement over an area road net, based upon traffic and load capacities of road and bridges, in accordance with tactical and administrative requirements.

*b.* The fundamental requirements of a traffic circulation plan include—

- (1) Flexibility and adaptability.

- (2) Simplicity.
- (3) Minimum restrictions.
- (4) Alternate plans.
- (5) Provisions for future operations.
- (6) Necessary signal communications.
- (7) Timely issuance of movement orders.
- (8) Security.
- (9) Trained traffic personnel.

c. The planning phase or planning procedure requires—

- (1) The gathering of intelligence, such as with regard to movement requirements, existing or anticipated conditions, priorities, restrictions and limitations, and security requirements.
- (2) An estimate of the traffic situation.
- (3) The preparation of a traffic schedule covering route assignments, time apportionment, priorities, and coordination.
- (4) The determination of the necessary control measures.
- (5) The determination of protective measures.
- (6) The classification of routes as to condition, control, and restrictions.
- (7) The planning of communications.
- (8) The preparation of necessary orders.
- (9) The preparation of the traffic circulation plan.
- (10) The final review of the plan in detail to assure that it fulfills the mission.

## 99. Traffic Control Plan

a. The traffic control plan, which is predicated upon the traffic circulation plan, promotes uniformity in planning, coordination, supervision, movement, and control of road traffic. The effectiveness of the traffic plans for circulation and control is directly related to the adequacy of traffic enforcement.

b. Standing operating procedures are of great aid in controlling the movement of traffic. They may be based upon, or may be a part of, the traffic control plan.

## 100. Organizational Control

Organizational control is that control a com-

mander exercises when using a road to insure compliance with rules of the road and traffic regulations. Measures taken include prescribing schedules, speed, spacing and routing, enforcing discipline, and local security.

## 101. Area Control

Area control is that control exercised over highways within a given area of the COMMZ, such as ADSEC and BASEC. Area control is superimposed on organizational control and is used to the degree required to achieve orderly and effective movement of vehicles over the highway system. Higher headquarters, such as theater army, may extend the control by designating intersectional routes and establishing area-wide standing operating procedures for coordination of combat and COMMZ highway movement. Area control is a command responsibility usually under the staff supervision of director of services.

## 102. Classification of Routes

Routes are classified in accordance with the degree of regulation and control imposed. By classifying routes the need for traffic control personnel may be reduced. The following designations may be used:

a. *Open Route.* An open route is one over which a minimum of supervision is exercised. Routine patrols operate over the route to enforce traffic control regulations, assist drivers, provide information, and report road and traffic conditions. Traffic may be controlled at intersections where traffic problems exist or where the open route crosses or joins routes that are being more heavily regulated and controlled.

b. *Supervised Route.* A supervised route is one over which limited control is exercised. Traffic control posts and patrols are used as needed. Regulation of traffic is limited to the scheduling of large movements. Organizational and area control are balanced according to the availability of personnel and the existing traffic control needs.

c. *Dispatch Route.* A dispatch route is one that is fully controlled and regulated. Movement priorities and schedules are enforced according to movement schedules. Dispatch routes may be necessary when the road net is limited and traffic is heavy. Traffic control by military

police is necessary, but should be supported by strict convoy discipline and driver supervision by commanders of moving units.

*d. Reserved Route.* A reserved route is one set aside for the exclusive use of a designated unit or for the movement of a special type of traffic. In order to deny unauthorized access to the reserved route, routes that cross or join the reserved route are usually posted with traffic control signs, blocked, or controlled at points of intersection with the reserved route. A route may be reserved for a specific period of time or on a more permanent basis. When an acute need exists for such routes, they should be reserved only after a careful evaluation of existing alternatives. Reserved routes disrupt traffic on all roads that intersect them; therefore, the benefit to be derived from them must be carefully balanced against the disruption of traffic on other roads and the loss of the use of secondary roads. When established, they must be used to the maximum extent for the entire duration of their reserved status.

### 103. Control Methods

*a.* Traffic is controlled by—

- (1) Point control.
- (2) Patrols.
- (3) Escorts.

*b.* These traffic control methods are supplemented by the maximum use of military route signs and traffic information posts.

### 104. Military Route Signing

*a.* Military route signing is an essential aid in effective traffic control. Route signs, when properly constructed and posted, assist drivers to reach their destination and can effect a sizable savings in the utilization of military police.

*b.* Military route signs should be uniform in color, shape, size, wording, symbols, and lighting. They should be posted in a uniform manner and be properly maintained.

### 105. North Atlantic Treaty Organization (NATO) Standardization Agreements (STANAG)

The following standardization agreements (STANAG's) are of significant importance to provost marshals and military police commanders in their planning and training missions. All

military police performing traffic control functions must be knowledgeable in the agreements and fully understand the effect they have on military police operations.

*a. STANAG No. 2012 (Edition No. 2), Military Route Signing.*

- (1) The purpose of this agreement is to standardize a military route and road signing system which will enable NATO Armed Forces to move by day and by night, without difficulty, in any territory including the blackout zone whether controlled by the operational military command or a national authority.
- (2) This agreement has been ratified by the United States.
- (3) Appendix II is a reproduction of the Details of Agreement, STANAG No. 2012.

*b. STANAG No. 2024 (Edition No. 2), Military Road Traffic Lighting Regulations (SOLOG No. 55).*

- (1) The purpose of this agreement is to standardize military road traffic lighting regulations to be used by NATO Armed Forces.
- (2) This agreement has been ratified by the United States, except for paragraph 12 (Registration Numbers) and Annex "A" (Balisage), to the agreement.
- (3) Appendix III is a reproduction of the Details of Agreement, STANAG No. 2024.

*c. STANAG No. 2025 (Edition No. 2), Basic Military Road Traffic Regulations.*

- (1) The purpose of this agreement is to standardize basic military road traffic regulations for NATO Armed Forces.
- (2) This agreement has been ratified by the United States.
- (3) Appendix IV is a reproduction of the Details of Agreement, STANAG No. 2025.

*d. STANAG No. 2151, Road Network—Definitions and Characteristics.*

- (1) The purpose of this agreement is to standardize for the NATO Armed

Forces the definitions of terms adopted in connection with the use of the road network and the characteristics of this network and the method of evaluating its potential.

- (2) This agreement has been ratified by the United States.
- (3) Appendix V is a reproduction of the Details of Agreement, STANAG No. 2151.

### 106. Traffic Accident Investigation

*a.* In addition to exercising staff supervision for traffic control and for the enforcement of traffic regulations, the provost marshals of each area within the COMMZ are responsible for the supervision of the handling and investigation of traffic accidents, involving military vehicles and persons subject to military jurisdiction, occurring in their areas of responsibility.

*b.* Traffic accidents that occur in the COMMZ are investigated thoroughly in order to fix responsibility and to provide detailed information for traffic accident analyses that serve as the basis for the elimination or control of accident causes.

*c.* The procedures for handling traffic accidents are related to the seriousness of the accidents, the importance of restoring the flow of traffic, and the extent of responsibility for a thorough investigation by military police. Nor-

mally, military police make a detailed on-the-scene investigation and report, then the unit or column commander assumes responsibility for making additional investigations and reports required by Army regulations.

*d.* The normal procedure for military police in handling and investigating a traffic accident includes providing first aid, arranging for evacuation of the injured, reducing traffic hazards or obstructions, reestablishing traffic flow, recording detailed facts and statements necessary for the completion of the report of investigation, assisting the driver to complete the accident report form, clearing the scene of the accident, and submitting a completed report of investigation.

*e.* Detailed studies should be made periodically of vehicle accident investigation reports of a command and of all subordinate units. Aids that can be used to conduct traffic studies include an accident location map showing high accident frequency locations, an accident location file for use as a cross-reference and to supplement data not readily shown on the accident location map, and charts and graphs portraying accident incidences, causes, and locations. The purpose of the studies is to eliminate and/or control the causes of accidents through the determination and application of preventive and corrective measures. For detailed discussion of traffic accident investigation, see FM 19-25.

## Section V. CRIMINAL INVESTIGATIONS

### 107. Matters Requiring Investigative Action

The investigation of crimes and offenses is required in the maintenance of order and the enforcement of laws and regulations. A matter requiring investigative action may be classified according to the gravity of the offense, i.e., as a felony or a misdemeanor, or it may be classified as a military offense or a common crime. Other classifications frequently used are offenses committed against property of the U. S. Government, crimes committed by military personnel or other persons subject to military law, crimes committed against such persons, and traffic accidents.

### 108. Criminal Investigation

*a.* The provost marshal is responsible for staff supervision, direction, and control of criminal investigation activities within the command; for providing investigative aid and assistance to subordinate commands; for assigning duties to military police criminal investigators within the command; and for the use of scientific investigative equipment, such as the polygraph instruments and crime laboratories.

*b.* Accredited criminal investigators are experienced personnel and specially trained for the investigation of crimes, incidents, and mis-

conduct requiring the application of highly developed investigative skills and techniques. Commanders may direct that they conduct crime prevention and physical security surveys for the purpose of determining the conditions and undesirable elements existing within an installation or a command.

*c.* Criminal investigators do not investigate espionage, sabotage, subversion, disloyalty, treason, sedition, or similar matters that are the functions of the Intelligence Corps, unless directed by competent authority. At the direction of competent authority, offenses embodying criminal as well as intelligence aspects are jointly investigated by CID and Intelligence Corps personnel.

*d.* Criminal investigation detachments are assigned to each command where a need for their services exists. These detachments are organized as prescribed in TOE 19-500. This cellular TOE permits modification of detachments to meet support requirements. Generally, the size of a detachment is determined by the troop strength of the command being supported. (See Part I, FM 101-10).

*e.* The TALOG commander's responsibility for criminal investigation is normally decentralized. Decentralization is accomplished by attaching or assigning military police criminal investigation detachments to subordinate headquarters of the command. Decentralization does not relieve the provost marshal of a higher echelon of the command responsibility for providing investigative assistance to a lower echelon of command, when required, or of the responsibility for assuming complete control of an investigation when so ordered.

*f.* A crime laboratory is maintained to support the military police criminal investigation detachments throughout the theater and to perform chemical analysis, firearms identification, document examination, and fingerprint analysis.

*g.* In oversea theaters, investigations of serious crimes and incidents in the COMMZ may be complicated by language difficulties. In these areas, where language specialists are required, language capability teams (TOE 19-500) are augmented to the headquarters, the military police battalion, or to the criminal investigation detachment itself.

## Section VI. MILITARY PRISONERS

### 109. Responsibilities

*a.* The TALOG provost marshal is responsible for the implementation of policies and directives of the Department of the Army and theater headquarters relative to the confinement, administration, and rehabilitation of military prisoners.

*b.* His responsibilities normally include but are not limited to—

- (1) Keeping the commander advised on all policies and procedures affecting military prisoners.
- (2) Planning, in coordination with the appropriate staff agencies, all aspects of the confinement program.
- (3) Inspecting the confinement facilities of the command to insure that policies and procedures are being properly implemented and to assist local provost marshals in problems relating to confinement.

*c.* ADLOG and BALOG provost marshals exercise staff supervision over confinement facilities within their area of responsibility and are responsible for the implementation of all such regulations pertaining to the administration of such confinement facilities. Responsibilities normally include but are not limited to—

- (1) Weekly inspections of confinement facilities, in company with a medical officer.
- (2) A complete inspection of all confinement facilities at least once a month. Inspection reports should be forwarded to the commander and should include recommendations and/or actions taken to correct all deficiencies and irregularities.
- (3) Determining by inspection and observation that personnel assigned to the confinement facility are qualified in their duties.

- (4) Periodic review of the training program for custodial personnel and the prisoner employment and retraining program.

### 110. Facilities

*a. Stockades.* Stockades are established and maintained in the COMMZ as places of confinement for military prisoners, and are organized to administer to their custody, control, and correctional treatment. Emphasis is placed on correction and rehabilitation, and restoration to duty.

*b. Rehabilitation Training Centers.* Rehabilitation training centers are established to supervise the discipline and training of military prisoners to the end that a maximum number of prisoners may be rehabilitated within a minimum period of time and thus restored to duty. Restoration to duty is based primarily upon the recommendations of the provost marshal or of the commander of the confinement facility, who determines that the training program has been successfully completed and that military prisoners have demonstrated their fitness for restoration to duty. Action in clem-

ency, parole, transfer, and restoration is taken only by the commander. Initially, all military prisoners are given disciplinary training under armed guard. After a satisfactory period, the prisoners are advanced from the basic disciplinary training company through other training companies to an alternate honor company, which usually is quartered and trained outside the main confinement facility. The requirements for such advancement are—

- (1) Adequate progress in attaining proficiency in the subjects in which training is given.
- (2) Demonstration by behavior and attitude during training periods, at work, and throughout leisure hours, that they are worthy of further privileges.
- (3) Satisfactory deportment, neatness of person, adequate carriage and bearing, and cleanliness of clothing, equipment, and quarters.
- (4) Approval by the commanding officer of the rehabilitation training center.

*c.* For detailed discussion on military confinement facilities and operations, see FM 19-60.

## Section VII. LAW AND ORDER

### 111. Command and Staff Responsibility

*a.* The TALOG commander has the overall responsibility to establish and maintain law and order in the COMMZ. He is assisted in the discharge of this responsibility by a staff of officers which includes a provost marshal.

*b.* The principal mission of the TALOG provost marshal is to advise the commander and his staff on matters pertaining to military police activities and to exercise staff supervision over the military police units assigned to maintain law and order within the COMMZ area of responsibility.

### 112. Measures for Maintaining Order

Maintenance of order and enforcement of law may be classified as—

*a. Preventive.* Measures that are employed to induce military personnel to develop habits

and attitudes conducive to obedience to, and respect for, authority. They are used to nullify or to eliminate existing or potential causes of violations.

*b. Corrective.* Measures that are employed to deal with actual offenses and with major or frequent offenders. They are used when preventive measures fail. They include apprehension and trial, and confinement or other punishment.

### 113. Prevention of Crime

*a.* A crime is an act or an omission of an act prohibited or enjoined by law for the protection of the common good and punishable by constituted authority.

*b.* A crime prevention program is instituted in the command to reduce the incidence of crime and to provide protection to the property and person of each individual in the command.

Any effective crime prevention program must have two distinct but fundamental aims.

- (1) A strong preventive program aimed at insuring that soldiers do not become offenders.
- (2) A corrective program that strives for quick apprehension, trial, and disposition of offenders.

c. The commander implements the crime prevention program. Although all staff sections are generally concerned with discipline and the enforcement of orders and regulations, it is the provost marshal, who has primary staff concern with crime prevention. He, therefore, needs a qualified complement of officer and enlisted personnel to assist him in the preparation and execution of the crime prevention program.

d. The two most important aspects of a successful crime prevention program are—

- (1) *Crime prevention surveys.* This survey is an examination and inspection of any or all of the physical and geographical features within, and adjacent to, a military installation or facility in order to determine the conditions that may be conducive to crime. These surveys discover beforehand the weakened safeguards that create "opportunities" for crimes and makes recommendations to eliminate, or lessen, these opportunities.
- (2) *Reports of investigations.* Final reports of investigations conducted by military police criminal investigators should be studied carefully to determine, if possible, the causative factors leading to specific crimes. These investigations often reveal the motives, or the needs, that induced the offender to commit the crime. Based on these motives, training, recreation, religious, informational, and educational programs, plus immediate dissemination of the latest penalties meted out to offenders by courts-martial proceedings, are designed to eliminate, or to lessen, the motivation toward crime.

#### 114. Enforcement

a. The basic purpose of enforcement is to encourage voluntary compliance by all military personnel with laws, regulations, and orders. Although enforcement, to have the necessary deterrent effect, encompasses the frequent apprehension of violators, this does not imply that its purpose is only in terms of violators apprehended. More important than the effect on violators who are apprehended is the effect on potential violators, who are apprised that enforcement is in fact operative, and that laws, regulations, and orders cannot be violated with impunity. Enforcement best serves its purpose when the greatest compliance with laws is effected with the least amount of punitive action.

b. Selective enforcement is enforcement in proportion to time, place, and type of violation. Selective enforcement is logical and makes efficient use of personnel who are assigned on the basis of distribution of predicted violations. Such violations are based on past experience and may be forecast with considerable accuracy.

c. Off limits is a means used to prevent military personnel from frequenting establishments or areas that are sources of trouble. The provost marshal makes off limits recommendations to the commander. Demolished towns, areas not yet cleared of enemy resistance, areas without adequate law enforcement protection, unsanitary locations, and similar places are usually declared off limits to all, except certain authorized personnel.

d. Curfew and pass regulations are enforced by military police. When feasible, military police obtain the cooperation of civilian police and local authorities in order that the closing and clearing of civilian establishments may be more readily effected.

e. Control of vice and the repression of prostitution is an established policy of the Department of the Army, and is applicable in all oversea commands. No deviation from the policy of repression is authorized. The provost marshal takes appropriate steps to have all identified houses of prostitution declared off limits to military personnel at all times, and extends full cooperation to all governmental and civilian agencies engaged in the repression of

prostitution and the elimination of the sources of venereal infection (AR 190-90).

- (1) In an oversea area where prostitution may be recognized as legal by the indigenous government, the provost marshal normally enlists the aid of local civil authorities in identifying houses and areas to be placed off limits to military personnel.
- (2) Illegal trafficking in narcotics or alcohol, gambling, and similar undesirable practices are eliminated or controlled through the judicious use of the off limits authority of the commander and close liaison with civil police agencies (AR 600-20).

*f.* Riots, rebellions, or any type of mass action prejudicial to occupation policy must receive special attention. Coordinate plans must be prepared in advance setting forth the action to be taken, procedures to be followed, and the military police units and individuals to be responsible for preventing or eliminating any disorders. Military police must be informed of the likelihood of such an outbreak and must be given sufficient instructions and training in order that they may be utilized judiciously and effectively in quelling any disturbance.

*g.* Black-marketing results from the scarcity of necessities and luxury items brought on by the destruction caused by military operations, and serves further to destroy the local civilian economy. This raises the burdens of the local government as well as the U.S. military government. The provost marshal is responsible for plans dealing with the discovery and elimination of, and the apprehension of military personnel guilty of participation in, black-marketing. The enforcement activities of military police should include the detection and apprehension of offenders.

*h.* Currency manipulation and counterfeit activities, such as with regard to U. S. currency, military payment certificates, ration cards, or identification credentials, are of concern to the provost marshal as well as the civil affairs officer. The provost marshal insures that military police personnel are properly trained in the detection of counterfeit articles and in the use of scientific means and mechanical aids for detection.

*i.* Fraternization of military personnel with enemy civilians may constitute a serious security risk. Command regulations may prohibit fraternization of military personnel with enemy civilians, except in the performance of official duties. The provost marshal should take appropriate steps to enforce nonfraternization regulations.

*j.* Customs laws and regulations of the command are enforced by military police in support of civil affairs. Military police may also supervise the enforcement of custom laws of the indigenous government. This is normally accomplished by customs supervisory groups or detachments, organized as TD units by order of the theater commander. These units may be composed of personnel drawn from other military police units and specially trained in the operational procedures and techniques that are employed in customs control. They normally concern themselves only with military personnel and civilians subject to military jurisdiction who enter or leave an area under U. S. control through frontier crossing points.

*k.* Postal inspections by military police, in support of the adjutant general, may be required in controlling the shipment of contraband articles to the U. S. by military personnel. This assistance may be rendered at an Army post office at ports in a theater of operations.

*l.* Traffic laws and regulations are enforced by military police and encompass all military police activities that relate to observing, detecting, and preventing traffic violations by personnel subject to military jurisdiction, and the appropriate corrective action required. Traffic enforcement provides the maximum deterrent to traffic violations and must be administered in a manner which does not restrict the free circulation of traffic, but which does assure maximum effectiveness in accident prevention.

*m.* A composite military police force, with representation from each service in accordance with its respective strength in the area, may be established to provide effective and economical police service in an area which large numbers of personnel of the Army, Navy, and Air Force frequent. Such a force is organized when it is not administratively or operationally feasible to charge only one service with full responsibility for policing the area.

## 115. Public Safety

a. Public safety measures are those measures that are required for the maintenance of public order in civilian communities. Public safety includes the protection of persons and property; it also includes fire protection.

b. The civil affairs function in public safety is concerned with the restoration and the maintenance of order among, and with the protection of persons and property of, the civil population as these factors affect the accomplishment of the military mission.

c. Public safety matters of joint interest and responsibility to the provost marshal and the civil affairs officer include—

- (1) Circulation control of civilians through traffic, travel, curfew, blackout, and registration regulations.
- (2) Refugees and displaced persons, including evacuation of communities.

- (3) Political gatherings and other assemblies or activities, such as parades, demonstrations, and rallies; and political meetings masked as social gatherings.
- (4) Press, radio, and other mediums of public information.
- (5) Prohibited items, such as weapons and radio transmitters.
- (6) Critical installations.
- (7) Supply procurement and distribution, that is, rationing and the prevention of pilferage, looting, and black-marketing.
- (8) Currency, including manipulation and counterfeiting.
- (9) Vice, including prostitution, intoxicants, narcotics, and other potential causes of crime and unrest.
- (10) Enforcement of nonfraternization directives, if applicable.

## CHAPTER 8

### PRISONERS OF WAR AND CIVILIAN INTERNEES

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#### Section I . INTRODUCTION

##### 116. The Geneva Conventions

The United States, in the treatment of PW's and civilian internees, is governed by the Geneva Conventions of 1949 and by the customary laws of war pertaining to PW's. The de-

tailed contents of the Geneva Conventions of 1949 are contained in DA Pamphlet 27-1. Implementing Department of the Army regulations and guidance are contained in AR 35-233, AR 633-50, AR 633-51, and FM 19-40.

#### Section II. COMMAND AND STAFF CONTROL

##### 117. Department of the Army

*a.* The Army is responsible from the moment of capture for all PW's and civilian internees captured by its forces. The Navy and Air Force are responsible for PW's and civilian internees captured by their respective forces until such time as they are delivered to Army custody. Upon delivery, the PW's and civilian internees are a responsibility of the Army. Specific Army responsibilities include—

- (1) Evacuation.
- (2) Internment.
- (3) Medical care.
- (4) Treatment.
- (5) Education.
- (6) Religious care.
- (7) Employment and compensation.
- (8) Repatriation.
- (9) Operation of U. S. PW and civilian internee information centers.
- (10) Maintenance of an appropriate office of record.

*b.* The Provost Marshal General is responsible for the supervision of all matters pertaining to the evacuation, internment, care, treatment, education, work, and repatriation of

enemy PW's and civilian internees, and for necessary coordination with appropriate staff agencies.

##### 118. Theater Headquarters

The Department of the Army charges the theater commander with the responsibility for the handling of PW's and civilian internees as prescribed by the Geneva Conventions. The theater commander in turn assigns this responsibility to the theater army commander. Theater army publishes a PW policy directive based on theater requirements. This directive will normally direct the establishment of a PW command in the COMMZ by TALOG.

##### 119. TALOG

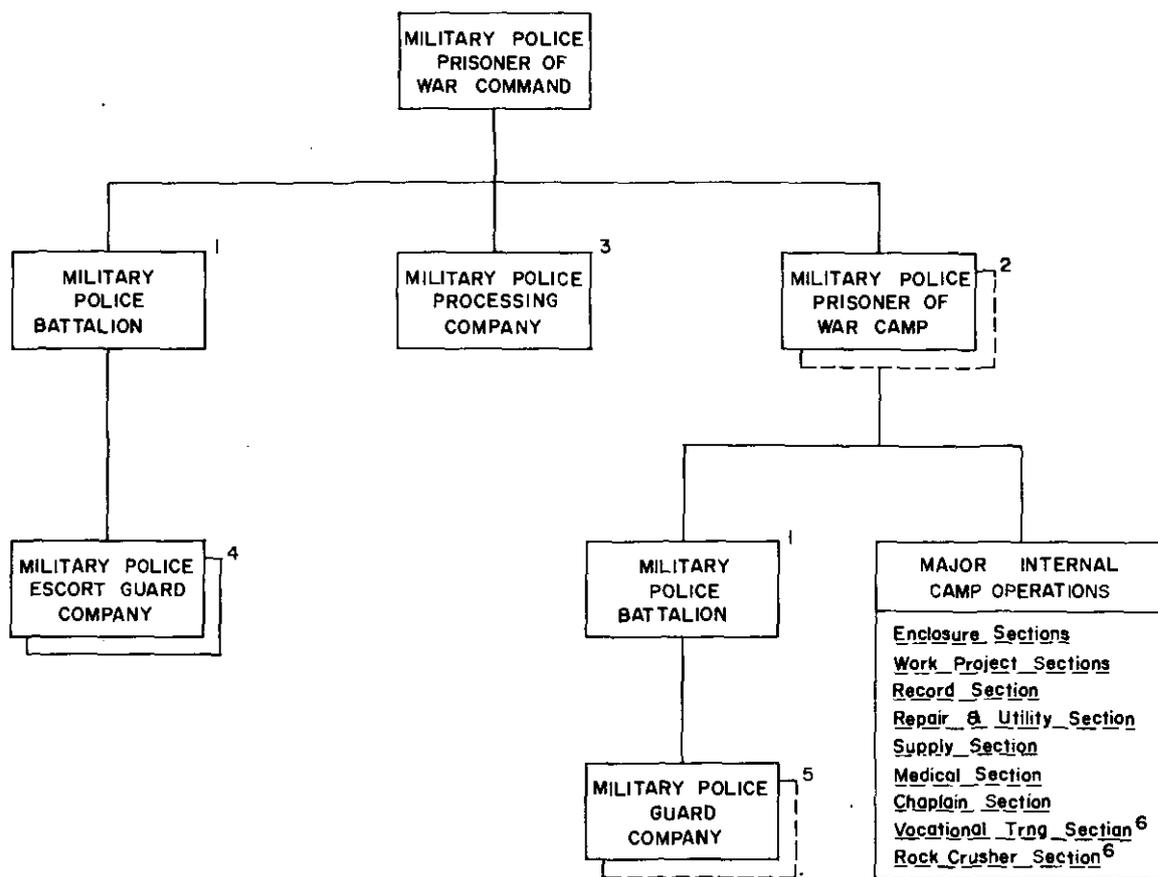
The theater responsibility for evacuation, processing, internment, control, administration, and employment of PW's and civilian internees is assigned to the TALOG commander. The manner in which the TALOG commander delegates this responsibility will be influenced by the size and configuration of the COMMZ itself. In an undivided COMMZ, a single PW command may be sufficient to carry out the TALOG responsibilities. When a COMMZ is divided the PW functions are delegated to BALOG and, if required, to ADLOG.

Section III. MILITARY POLICE PRISONER OF WAR COMMAND

120. Organization

a. *The Military Police Prisoner of War Command Headquarters Company.* This unit is organized under the provisions of TOE 19-252, and is the primary operating unit for the con-

trol and administration of PW's and civilian internees in the COMMZ. The military police PW command has the capability to provide command, administration, and logistical assistance to a maximum of 10 military police PW (or civilian internee) camps. Figure 16 shows



- 1. Supervises up to 6 MP Companies.
- 2. Up to 10 MP PW Camps per MP PW Command.
- 3. Normally 1 per field army supported.
- 4. Normally 2 per field army supported.
- 5. As required based on PW population.
- 6. Provided by augmentation.

Figure 16. Organization of a military police prisoner of war command.

the organization of a military police PW command.

b. *The Military Police Prisoner of War Camp Headquarters and Headquarters Company.* This unit is organized under the provisions of TOE 19-256. Each military police PW camp has the capability to provide command, administration, logistical support, and security guards for a 12,000-man camp. Each camp includes one to three enclosures with each enclosure consisting of up to eight compounds. Each compound has a capability for the handling of 500 PW's or civilian internees. Figure 17 shows the organization of a military police PW camp.

c. *The Military Police Prisoner of War Branch Camp.* The military police PW branch camp is a subsidiary camp under the supervision and administration of a PW camp. It is organized under the provisions of TOE 19-500. The organization of each branch camp is tailored to a specific requirement by selecting appropriate teams from TOE 19-500. Mess personnel and equipment for the operation of a PW mess will be provided for as authorized in TOE 29-500, except that qualified PW personnel will be substituted for U. S. Army personnel.

- (1) The purpose of establishing a branch camp is to locate labor at areas or locations removed beyond a reasonable travel distance from the nearest PW camp. If the military situation permits and if there is a labor requirement, camps may be located in such places as ports, railroad centers, and industrial areas so that gainful employment will not be restricted and transportation to the work site will not create a problem.
- (2) Branch camps are operated by utilizing existing facilities when available; otherwise tent shelters will be provided. Tent shelters permit ready dismantlement and displacement to a new work location.

## 121. Camp Construction

a. The objective in the construction of PW camps in the COMMZ is to maintain a standby capability of internment facilities sufficient to accept additional PW's as required. To accom-

plish this objective, the TALOG provost marshal must plan for new constructions based on factors that include anticipated capture rate and the number of PW's to be evacuated to points outside the COMMZ boundaries.

b. Planning for PW camp construction must be sufficiently projected for timely selection and development of specific sites, the procurement of construction materials, and the accomplishment of actual construction.

c. TM 5-302 and TM 5-303 contain construction specifications and material required for PW camps.

## 122. Selection of Camp Sites

The TALOG provost marshal and the commander, military police PW command, in coordination with interested staff sections, determine sites for PW internment facilities. Camp sites should be selected with due consideration given to the security and logistical requirements imposed.

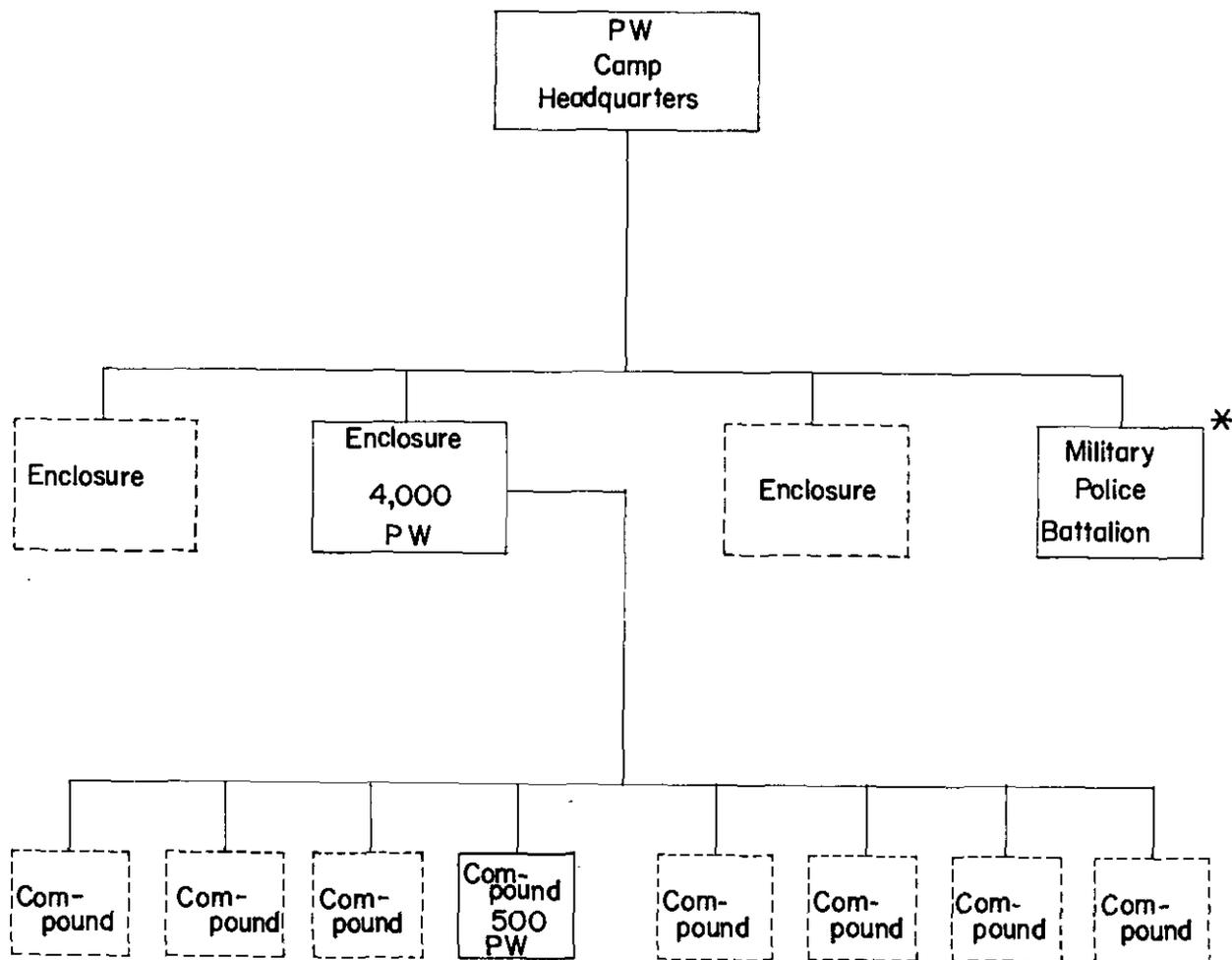
## 123. Evacuation

Prisoners of war are evacuated as soon as possible after their capture to camps situated in the COMMZ. Military police will provide security for PW's evacuated through medical channels to the COMMZ. If PW's must, during their evacuation to COMMZ, pass through transit camps their stay in such installations should be as brief as possible.

## 124. Evacuation Channels and Responsibilities

a. TALOG has overall responsibility for the prompt evacuation of PW's from the field army. This responsibility includes the providing of escort guards; the establishment and operation, as required, of temporary intransit holding facilities for overnight stops; and the establishment and operation of a PW camp(s) designated for the reception and administrative processing of all PW's evacuated to COMMZ from the field armies, or from elsewhere in the combat or communications zones.

b. The military police PW command is charged with the responsibility to evacuate PW's from the field army. In a divided COMMZ where military police PW commands are em-



\* Supervises up to 6 MP Companies.

Figure 17. Organization of a military police prisoner of war camp.

ployed in ADLOG and BALOG, respectively, the desired flow is directly to BALOG from the field army. However, ADLOG evacuates PW's from the field army when directed by TALOG. This occurs usually in emergencies when BALOG cannot accomplish the mission.

c. The number of PW's to be evacuated from the COMMZ will be in accordance with Department of the Army policy. Available shipping, theater labor requirements, facilities in the Zone of Interior, and requirements in the Zone of Interior will affect the evacuation policy.

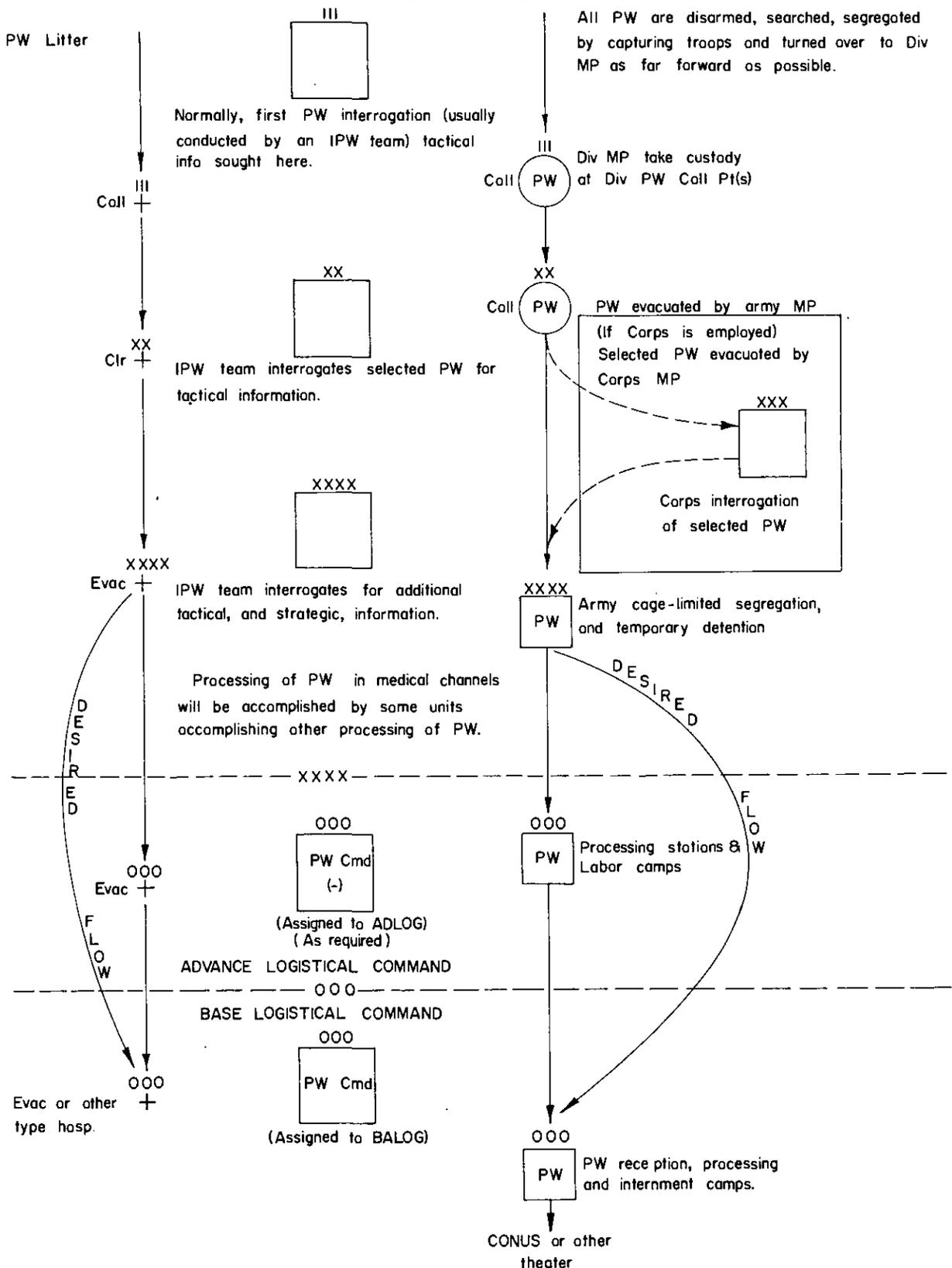


Figure 18. Prisoner of war evacuation channels.

d. The TALOG commander is normally charged with the responsibility to evacuate PW's from the COMMZ to the Zone of Interior. The Provost Marshal General must be informed of the number, rank, and nationality of PW's being evacuated; together with the names of the vessels, points of embarkation, and expected time of arrival.

e. PW evacuation channels are shown in figure 18.

### 125. Intelligence Interrogation of Prisoners of War

a. The intelligence interrogation of PW's is a function of the intelligence officer who is assisted by the interrogation prisoner of war (IPW) teams. The questioning of PW's by military police is usually restricted to that interrogation which is necessary for the administration, movement, control, and administrative processing of the PW's.

b. Every PW, when questioned, is required to give his surname, first names, grade, date of birth, and service number.

c. Further intelligence interrogation, to develop the order of battle and to obtain strategic or technical information of value to higher echelons of command, takes place at an army PW installation in the COMMZ, or as directed by the theater commander. During this phase of interrogation, specially trained psychological warfare personnel may participate to develop intelligence of special value for preparation of propaganda material.

d. Details of intelligence and interrogation

are covered in FM 30-5 and FM 30-15; and in STANAG No. 2033, "Interrogation of Prisoners of War" (to include interrogation procedures, forms, and reference materials).

### 126. Processing and Assignment

a. The TALOG commander designates specific PW camps located in COMMZ to process PW's and civilian internees evacuated from the combat zone. The number of camps to be designated will depend upon the size of the COMMZ and the number and location of evacuation terminals. To insure centralization of activities and efficiency of operations, the number of processing camps should be kept to a minimum.

b. When PW camps are located in a common locale, the establishment of one reception and processing camp strategically located near a major BALOG transportation terminal in the locale may be the most advantageous method to process PW evacuation to COMMZ. However, when a significant PW labor requirement develops in the ADLOG area, the establishment of a processing camp in ADLOG may also be advisable. This method of operation will preclude the necessity of sending PW to BALOG for processing and returning them to ADLOG for internment. PW who arrive at a terminal without a processing capability are transported to the nearest reception camp.

c. Upon completion of processing that includes the reception, segregation, physical, medical, and administrative processing, the PW and civilian internees are assigned to a permanent camp.

## Section IV. PRISONER OF WAR LABOR

### 127. General

a. Prisoners of war provide the command with a rich source of labor that should be effectively utilized without violating the provisions contained in the Geneva Conventions of 1949.

b. The number of PW's available for labor will be determined by reports submitted to the director of personnel. The director of personnel allocates available labor to other staff agencies based on their requirements. The director of services receives a bulk allocation of PW labor-

ers and reallocates to the technical services as may be required.

### 128. Labor Policies

a. Prisoners of war and civilian internees will be employed in accordance with the provisions of the Geneva Conventions of 1949.

- (1) Prisoners of war and civilian internees will be employed, so far as possible, for all work necessary for the administration, installation, and

- maintenance of the internment facilities.
- (2) Besides work involving camp administration, installation, or maintenance, PW's may be compelled to do only such work as is included in the following classes:
    - (a) Agriculture.
    - (b) Industries connected with the production or the extraction of raw materials; manufacturing industries, with the exception of metallurgical, machinery, and chemical industries; and public works and building operations which have no military character or purpose.
    - (c) Transport and handling of stores which are not military in character or purpose.
    - (d) Commercial business, and arts and crafts.
    - (e) Domestic service.
    - (f) Public utility services having no military character or purpose.
  - (3) Prisoners of war shall be allowed to exercise their right of complaint as provided by Article 78, Geneva Conventions of 1949, should the above provisions be violated.
  - (4) Civilian internees are not compelled to perform work which will involve their taking part in military operations or for which they are physically unfit. In no case will the requisition of labor lead to a mobilization of civilian internees as an organization of a military or semimilitary character.
    - b. Detailed information on enemy PW's and civilian internees is contained in FM 19-40, DA Pamphlet 27-1, AR 633-50, AR 633-51, and STANAG No. 2044.

## CHAPTER 9

### REAR AREA SECURITY AND AREA DAMAGE CONTROL

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#### Section I. INTRODUCTION

#### 129. General

*a.* A rear area is the geographical space within a command area where the bulk of administrative support functions is performed. In the division, it is the area to the rear of the major deployed combat elements. In the corps, it is the area behind the division rear boundary. The field army rear area is that portion of the field army area between the corps rear boundary and the rear boundary of the combat zone. The entire communications zone is normally considered to be a rear area.

*b.* Within rear areas, all commanders are responsible for local security and damage control at their respective units and installations. Rear area security measures are actions taken to prevent or neutralize enemy threats to units, activities, and installations in the rear area, except active air defense operations or actions against enemy threats large enough to endanger the command. A large-scale enemy penetration or vertical envelopment of the rear is considered a part of the main battle requiring use of reserves or combat units from forward areas.

*c.* Area damage control consists of the preventive and control measures taken prior to, during, and after an attack or natural disaster to minimize the effects. Area damage control assists in the continuation of reestablishment of administrative support.

#### 130. Command Relationship

*a.* The presence of numerous coequal commands in the COMMZ necessitates clearly defined relationships and responsibilities among these commands to insure coordinated and integrated rear area security and area damage control planning and operations. In addition, when the COMMZ includes national territory of an

allied nation, rear area security and area damage control organization and operations must be such as to comply with existing agreements with that nation. United States responsibility in such cases may range from complete control of rear area security and area damage control activities to local security and control of only those installations actually occupied by United States Forces.

*b.* Territorial responsibility for the COMMZ is normally assigned by the theater army commander to the TALOG commander. Such territorial responsibility includes rear area security and area damage control. In an undivided COMMZ, the TALOG commander normally retains direct control of rear area security and area damage control planning and operations.

*c.* The TALOG commander in a divided COMMZ may retain full responsibility for rear area security and area damage control activities; however, he will normally assign responsibility to BALOG, ADLOG, and area command commanders.

*d.* Area commanders divide their area into sectors and designate commanders of subordinate units in the area as subarea commanders for rear area security purposes. Provisional units are organized from units in the area for rear area security missions. When committed, these provisional units come under the operational control of the designated subarea commanders. When the rear area security threat in COMMZ warrants, tactical units may be assigned as a rear area security force.

*e.* The area commander, as in rear area security operations, divides his area of responsibility into sectors for planning and conducting area damage control operations. The subordinate commander designated as an area damage control subarea controller is not necessarily the

same commander designated as rear area security sector commander. The boundaries for rear area security operations may not coincide with the boundaries for rear area damage con-

trol operations. However, plans and operations under each function must be closely coordinated with each other and with administrative support activities.

## **Section II. MILITARY POLICE IN REAR AREA SECURITY AND AREA DAMAGE CONTROL OPERATIONS**

### **131. General**

By virtue of their typical area employment, organic mobility, and extensive communications networks, military police units are ideally suited for contributing to and supporting area damage control operations in the COMMZ and performing rear area security operations. In the course of their day-to-day operations, military police acquire extensive and detailed knowledge about the area in which they function. Through liaison and cooperation with indigenous law enforcement agencies they acquire information of great importance in rear area security and area damage control planning. In many cases, the first information relative to enemy guerrilla action, sabotage, airborne attack, infiltration, or psychological warfare activity is acquired by operating military police. With their capabilities of mobility and firepower, military police units are able to engage and suppress small-scale enemy guerrilla forces.

### **132. Rear Area Security**

Military police units are integrated into rear area security plans in such manner as to best utilize their inherent capabilities of maneuver, communications, firepower, and information gathering. Elements of certain military police units may be designated part of the rear area security force to be provided for full-time employment as required. In some instances, commanders of military police groups and/or battalions may be assigned areas of responsibility for rear area security operations. In addition, all military police units and activities provide their own local security in consonance with the overall rear area security plan.

### **133. Area Damage Control**

a. Military police units organize provisional teams and squads for internal area damage

control. Unit plans are formulated that agree with and augment the area plan.

b. The activities performed by military police in support of area damage control operations include—

- (1) Sealing off the affected area.
- (2) Controlling traffic and the circulation of individuals, including stragglers and refugees.
- (3) Preventing criminal incidences, such as looting, pilferage, etc.
- (4) Securing critical installations, activities, facilities, and property.
- (5) Performing CBR monitoring of personnel, vehicles, and areas, and submitting contamination reports as per unit SOP.

### **134. Planning Considerations**

In planning for the employment of military police units in rear area security and area damage control operations, consideration should be given to utilization in those operational areas for which they are best trained and equipped, such as traffic control, control of the circulation of individuals, physical security of installations and selected personnel, and limited operations against irregular forces. Plans should be flexible and readily adjustable to permit rapid concentration of military police effort in areas where needed. Advantage should be taken of the capability of military police units to secure extensive information pertaining to the areas in which they normally operate. Maximum utilization should be made of the communications network of operating military police units; and their organic characteristic of high mobility should be considered. However, planners should take care to refrain from withdrawing completely any military police units already performing military police support functions, since the requirements for these functions will likely

continue concurrently with rear area security and area damage control operations. Inasmuch as the requirements for normal military police support may often conflict sharply with the requirements for military police implementation

of rear area security and damage control plans, it is essential that the provost marshal at all echelons participate in both the planning and the coordination of rear area security and area damage control operations.

## CHAPTER 10 COMMUNICATIONS

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### 135. General

*a.* The military police requirement to provide rapid, coordinated, and timely military police support in the COMMZ demands dependable signal communications. These communications are either organic to the military police units or must be made available by the theater army commander through the communications intersectional service. Military police personnel must have full knowledge of these communications facilities and be trained to utilize them effectively in order to accomplish the assigned mission.

*b.* Establishment of a military police communications system in the COMMZ requires consideration of the following:

- (1) The type system required for efficient control and coordination.
- (2) The availability of organic equipment and personnel to operate and maintain the system.
- (3) The necessary support required from the communications intersectional service (par. 138).

### 136. Organic Communications-Electronics System

*a. Radio.* Radio is the primary means of communications within military police units. The extensive use of radio makes it necessary for all military police personnel to have a general understanding of the capabilities and limitations of radio communications. Most of the radios in military police units are voice radio sets. Only voice communications can give the quick transmission, quick response type of communication necessary for command and control of highly mobile patrols; and thus constitute the basic operational communications means upon which successful military police support is dependent. Radio can be placed in operation quicker than wire circuits. Additional advantages are mobility and flexibility. Limitations,

such as uncertainty of security, low message handling capacity, and possible interference from enemy or friendly stations, may be offset by security measures and operating procedures. The range and reliability of radio communications depend upon the frequency, power, and location of the transmitter and receiver; the terrain; the weather; the technical proficiency of operating personnel; and similar factors. Independent point-to-point radio communications permit rapid reaction to changes in support requirements and is a principle means of communication in a fluid situation; but it should be supplemented by a wire system as soon as possible. Personnel must be trained in the proper employment and procedure for the operation of these nets. Lack of such knowledge will often result in unnecessary transmissions and security violations which may cause the loss of many lives. Doctrine on radio operating procedures and techniques is contained in FM 24-18.

*b. Wire.* The use of wire in organic military police communication systems is not only desirable, but also, under certain conditions, necessary. During periods of radio silence or enemy jamming operations, wire becomes the primary means of communications and therefore is an essential augmentation of the operational communications system of military police units. In the COMMZ, especially where there is a heavy load of administrative and logistical traffic, wire is employed to great advantage. Telephone and teletype systems contribute to the rapid interchange of information. Wire communications can and should be used in any situation where time and security permit its installation. In comparison with radio communications systems, wire nets require more time to establish, are not as flexible, and are susceptible to disruption by enemy fire. However, wire nets are generally more secure and more reliable than are radio nets and have the

distinct advantage of not being too adversely affected by variations in weather and terrain.

*c. Messenger.* Messengers may be used extensively in local military police operations for the delivery of low-precedence messages that would otherwise overload electrical facilities when wire and radio communications are impracticable, when equipment breaks down, and for the delivery of bulky material. Military police use messengers both as an emergency means of communication and as a regular established service. Messengers are the most secure means of communication and military police patrols are frequently used concurrently as messengers. The TACS provides messenger service between major headquarters in the COMMZ.

*d. Visual.* Visual communications of various types are often employed in the course of military police support operations. The Army hand signals used by traffic control posts in directing traffic are an important visual means and must be understood by all military drivers. The emergency lights mounted on military police vehicles are a means of communicating a visual warning. Of particular significance in the COMMZ are the visual means of communication between the ground and aircraft overhead. Military police must be proficient in the use of ground-to-air communications equipment, i.e., signal panels and color smoke. (See FM 21-60.)

*e. Sound.* Means of communications utilizing sound are often important in military police operations. Siren equipped military police vehicles transmit an aural warning, as do the whistles sometimes used by traffic control personnel. Klaxons, horns, sirens, buzzers, and similar means may also be employed to transmit prearranged messages or warnings.

### 137. Theater Area Communications System (TACS)

*a.* The TACS provides a network of high capacity and high quality communication trunks. The system covers the entire communications zone, transcending sectional boundaries, and extending well into the rear of the combat zone. The TACS is installed, operated, and maintained by the signal operation command, a signal organization normally assigned to theater army headquarters. As the theater com-

munications intersectional service in the COMMZ, the TACS provides the primary means of long distance trunk communications service in the theater of operations. Control centers, control subcenters, and switching centers are geographically located throughout the COMMZ to facilitate alternate routing and to provide easy access to users. All military police units and installations within the COMMZ may use this system (on either a common-user or sole-user basis) for their long distance communications requirements.

*b.* Each TALOG, BALOG, ADLOG, or area command will have a signal organization assigned or attached to it to provide the necessary communications for the headquarters. Military police units assigned to these commands may request the following service from the command signal officer:

- (1) Telephone, message center, and teletypewriter and cryptographic service.
- (2) Telephone and teletypewriter patching and switching.
- (3) Signal equipment repair, if beyond organization repair capability.
- (4) Radio-wire integration (RWI) service.
- (5) Facsimile service.
- (6) Automatic data processing (ADP) service.

*c.* Military police units not located in the vicinity of a large headquarters but who are in the vicinity of a control center or a control subcenter may request communication support from the signal officer in command of the center.

### 138. Commercial Communications System

*a. Telephone.* Military police operations in the COMMZ normally include patrolling in the larger cities. Military police stations are situated in or near the city area and are normally connected into the local telephone system. Military police on patrol normally do not use the local telephone system except in emergencies. When a requirement for this type of service exists, a request will be made through the local signal officer or civil affairs officer.

*b. Radio.* The use of commercial broadcasting facilities by military police is usually limited to serious emergencies. However, under

some conditions, the provost marshal may request commercial radio broadcasts of messages of public interest. Instances which may require military police usage of commercial radio should be coordinate with the local signal officer or civil affairs officer.

### **139. Civil Police Communications System**

Direct telephone lines for liaison may be es-

tablished between the military police station and civil police stations. Arrangements may be made for use of the civil police radios and their telephone "call box" facilities. Use is ordinarily limited to emergencies or special situations and care is used not to overload the civil police networks. A request for this type of service will be coordinated with the local signal officer or civil affairs officer.

## CHAPTER 11

### MILITARY POLICE TROOP UNITS

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#### 140. Introduction

*a.* This chapter outlines basic information on the various military police TOE units that are employed in the COMMZ and is intended as a quick reference only, to acquire planning information which includes missions, assignments, capabilities, and mobility of each type military police unit employed.

*b.* For more specific and detailed information, the appropriate TOE in the 19-series should be consulted.

#### 141. TOE 19-47, Military Police Escort Guard Company

*a. Mission.* The mission of this unit is to provide supervisory and security personnel for the evacuation and/or movement of enemy PW and civilian internees.

*b. Assignment.* This unit is assigned, as required, to the PW commands in ADLOG and BALOG and is attached to headquarters and headquarters company, military police battalion, team AD, TOE 19-500, for control and supervision.

##### *c. Capabilities.*

(1) Dependent upon reduced or full strength, this unit has the capability of evacuating/moving the following number of prisoners or war and/or civilian internees by the method indicated:

- (a) Marching ----- 750 to 1,500.
- (b) Vehicle ----- 1,125 to 2,000.
- (c) Railway train ----- 1,500 to 3,000.

(2) The individuals of this unit can fight as infantrymen when required. This unit is capable of defending itself and its installations against hostile ground attack.

*d. Mobility.* This unit is seventy-five percent mobile.

#### 142. TOE 19-55, Military Police Battalion

*a. Mission.* The mission of this unit is to provide general military police services within its area of responsibility.

*b. Assignment.* This unit is assigned, as required, to TALOG, ADLOG, BALOG, area command, and terminal commands.

##### *c. Capabilities.*

(1) This unit performs the above mission within its assigned area to include—

- (a) Enforcement of military laws and regulations, and maintenance of discipline and order.
- (b) Control of vehicular traffic.
- (c) Physical security protection of installations, utilities, transportation and communications facilities, and property.
- (d) Intransit protection of critical equipment and supplies.
- (e) Control of circulation of individuals.
- (f) Route and road reconnaissance.
- (g) Military assistance to civil authorities (when specifically directed by competent authority).

(2) The individuals of this unit, except chaplain, can fight as infantrymen when required. This unit is capable of defending itself and its installations against hostile ground attack.

*d. Mobility.* This unit is eighty percent mobile.

#### 143. TOE 19-56, Headquarters and Headquarters Detachment, Military Police Battalion

*a. Mission.* The mission of this unit is to provide command, control, staff planning, administration, and logistical support functions for the military police battalion.

*b. Assignment.* This unit is organically assigned to the military police battalion, TOE 19-55.

*c. Capabilities.*

(1) For the military police battalion this unit provides—

- (a) Command, control, staff planning, administration, and supervision of the battalion operations.
- (b) Coordination and control of radio and wire communications of assigned companies.
- (c) Battalion motor maintenance.
- (d) Coordination of supply to assigned companies.

(2) The individuals of this unit, except chaplain, can fight as infantrymen when required. This unit is capable of defending itself and its installations against hostile ground attack.

*d. Mobility.* This unit is sixty percent mobile.

**144. TOE 19-57, Military Police Company**

*a. Mission.* The mission of this unit is to provide general military police services within its assigned area.

*b. Assignment.* This unit is organically assigned to the military police battalion, TOE 19-55, but may also be assigned as a separate company, as required, to the headquarters of TALOG, ADLOG, BALOG, area command, and terminal commands.

*c. Capabilities.*

(1) This unit performs the above mission within its assigned area to include—

- (a) Enforcement of military laws and regulations, and maintenance of discipline and order.
- (b) Control of vehicular traffic.
- (c) Physical security protection of installations, utilities, transportation and communications facilities, and property.
- (d) Intransit protection of critical supplies and equipment.
- (e) Control of circulation of individuals.
- (f) Route and road reconnaissance.
- (g) Military assistance to civil authorities (when specifically directed by competent authority).

(2) The individuals of this unit can fight as infantrymen when required. This unit is capable of defending itself and its installations against hostile ground attack.

*d. Mobility.* This unit is eighty-five percent mobile.

**145. TOE 19-237, Military Police Prisoner of War Processing Company**

*a. Mission.* The mission of this unit is to receive, search, and process PW's and civilian internees, to include making and maintaining reports and records, assigning an internment serial number to each PW and civilian internee, and furnishing all compiled information to the Branch Prisoner of War (or Civilian Internee) Information Center.

*b. Assignment.* This unit is assigned, as required, to TALOG with attachment to the PW commands in ADLOG and BALOG.

*c. Capabilities.*

(1) This unit is capable of processing approximately 50 to 75 PW's or civilian internees per hour.

(2) The individuals of this unit can fight as infantrymen when required. This unit is capable of defending itself and its installations against hostile ground attack.

*d. Mobility.* This unit is fifty percent mobile.

**146. TOE 19-247, Military Police Guard Company**

*a. Mission.* The mission of this unit is to guard PW's, civilian internees, military prisoners, and other in confinement, and to perform security guard duties for military installations and facilities.

*b. Assignment.* This unit is assigned, as required, to TALOG, ADLOG, and BALOG. (When two or more units are required for the same functional mission, attachment is to headquarters and headquarters detachment, military police battalion, team AD, TOE 19-500, for command and control purposes.)

*c. Capabilities.*

(1) Dependent upon reduced or full strength, this unit is capable of providing—

- (a) Guards for stockades of 375 to 500 military prisoners.
- (b) Guards for security of approximately 90 to 150 miles of mainline military railroad.
- (c) Guards for 1,875 to 2,500 PW's or civilian internees at PW cages.
- (d) Enclosure and work detail guards for 1,125 to 2,000 PW's at PW camps.

(2) The individuals of this unit can fight as infantrymen when required.

*d. Mobility.* This unit is fixed and is dependent upon others for mobility and motor maintenance.

**147. TOE 19-252, Headquarters and Headquarters Company, Military Police Prisoner of War Command**

*a. Mission.* The mission of this unit is to provide command, administration, and logistical assistance to headquarters and headquarters company, military police prisoner of war camp, TOE 19-256.

*b. Assignment.* This unit is assigned, as required, to ADLOG and BALOG. (In an undivided, COMMZ assignment is directly to TALOG.)

*c. Capabilities.*

- (1) This unit is capable of performing the above mission for a maximum of ten PW camps, TOE 19-256, and for one attached military police battalion consisting of four companies; assigned to evacuate and process prisoners of war and/or civilian internees from field army areas to PW camps.
- (2) The individuals of this unit, except chaplain and medical personnel, can fight as infantrymen when required. The unit is capable of defending itself and its installations against hostile ground attack.

*d. Mobility.* This unit is fixed.

**148. TOE 19-256, Headquarters and Headquarters Company, Military Police Prisoner of War Camp**

*a. Mission.* The mission of this unit is to provide command, administration, logistical

support, and security guards for prisoners of war and/or civilian internees.

*b. Assignment.* This unit is assigned to headquarters and headquarters company, military police prisoner of war command, TOE 19-252.

*c. Capabilities.*

(1) This unit has the capability of—

- (a) Performing the above mission for 12,000 prisoners of war and/or civilian internees with 1 military police battalion consisting of 6 companies assigned to secure the camp.
- (b) Providing food, clothing, dispensary medical care, preventive medical care, and religious and recreational facilities for prisoners of war and/or civilian internees.
- (c) Providing and maintaining utilities including heat, lights, water, cooking facilities, and sanitation.
- (d) Providing supervision for work projects of prisoners of war and/or civilian internees.
- (e) Providing command and supervision over one military police battalion, consisting of three to six military police companies, assigned to secure PW camps.

(2) When augmented this unit provides additional facilities for the prisoners' vocational training and also facilities for crushing rocks for construction and repair work.

(3) The individuals of this unit, except chaplain and medical personnel, can fight as infantrymen when required. The unit is capable of defending itself and its installations against hostile ground attack.

*d. Mobility.* This unit is fixed.

**149. TOE 19-272, Headquarters and Headquarters Detachment, Military Police Group**

*a. Mission.* The mission of this unit is to provide command, staff planning, and control of operations of military police battalions and other assigned or attached units.

*b. Assignment.* This unit is assigned, as required, to ADLOG and BALOG.

*c. Capabilities.*

- (1) This unit is capable of providing—
  - (a) Command, staff planning, and control of two to five military police battalions.
  - (b) Supervision of and assistance to subordinate units in training, personnel, administration, and supply matters.
  - (c) Operational planning for the group.
  - (d) Coordination and supervision of subordinate unit operations.
  - (e) Operation of the group electrical communications system, including both wire and radio, to subordinate and superior echelons.
  - (f) Organizational maintenance on organic communications equipment.
- (2) The individuals of this unit can fight as infantrymen when required. The unit is capable of defending itself and its installations against limited, hostile ground attack.

*d. Mobility.* This unit is one hundred percent mobile, though it is dependent upon one of the assigned or attached military police battalions for motor maintenance support.

#### **150. TOE 19-316, Headquarters and Headquarters Company, Military Police Battalion, Stockade, or Rehabilitation Training Center**

*a. Mission.* The mission of this unit is to provide command, staff planning, and administration and logistical support for a stockade or rehabilitation training center for military prisoners; and necessary instruction, supervision, training, and psychological treatment to rehabilitate military prisoners and permit their return to active duty.

*b. Assignment.* This unit is assigned, as required, to ADLOG and BALOG.

*c. Capabilities.*

- (1) This unit has the capability of—
  - (a) Performing the above mission for a maximum of 1,000 military prisoners.

(b) Providing command, staff planning, and administration and logistical support for assigned military police guard companies.

(c) Providing mess, motor maintenance, dispensary medical care, and other required services for battalion personnel and military prisoners.

(d) Providing psychological evaluation and treatment for prisoners.

(2) When augmented, this unit provides additional social consultation service for the rehabilitation training center.

(3) This unit is dependent upon a military police battalion for prisoner guard services.

(4) The individuals of this unit, except chaplain and medical personnel, can fight as infantrymen when required. The unit is capable of defending itself and its installations against hostile ground attack.

*d. Mobility.* This unit is fixed.

#### **151. TOE 19-500, Military Police Service Organizations**

*a.* The TOE provides various composite teams of units of less than company size. The mission of these teams is to provide provost marshal and military police services of widely varying character, including investigation of crime; to increase the capabilities of fixed strength units where increments of less than company size are needed; and to provide command and administrative personnel for military police composite units.

*b.* The following paragraphs illustrate some of the teams more frequently used within a COMMZ.

#### **152. Team AD, Military Police Battalion, Headquarters and Headquarters Detachment (TOE 19-500)**

*a. Mission.* The mission of this unit is to provide command and administrative personnel for a composite type military police battalion.

*b. Assignment.* This unit is assigned, as required, to ADLOG and BALOG. Assignment may also be to the railway command or the transportation intersectional service.

*c. Capabilities.* This unit has the capability of providing command and administration for two or three military police companies when engaged in—

- (1) Prisoner of war operations.
- (2) Railway security duties.
- (3) Performing general military police services.

### **153. Team LD, Military Police Criminal Investigation Detachment (TOE 19-500)**

*a. Mission.* The mission of this unit is to provide criminal investigation services where required.

*b. Assignment.* This unit is assigned, as required, to all major headquarters located in the COMMZ; and to other commands and/or military police units located in the COMMZ geographical area.

*c. Capabilities.* This unit has the capability of providing services required for the prevention and investigation of crime for a population of up to 30,000 personnel who are subject to the UCMJ.

### **154. Team LF, Military Police Criminal Investigation Detachment (TOE 19-500)**

*a. Mission.* The mission of this unit is to provide criminal investigation services where required.

*b. Assignment.* This unit is assigned, as required, to major subordinate elements of the COMMZ.

*c. Capabilities.* This unit has the capability of providing services required for the prevention and investigation of crime, on the basis of 1 investigator per 2,500 personnel subject to the UCMJ.

### **155. Team LG, Military Police Crime Laboratory (TOE 19-500)**

*a. Mission.* The mission of this unit is to provide investigation and laboratory examination services as required.

*b. Assignment.* This unit is assigned to TAHQ as required.

*c. Capabilities.* This unit has the capability of providing services required to conduct investigations and examinations in all phases of scientific criminology.

### **156. Team NC, Military Police Language Team (TOE 19-500)**

*a. Mission.* The mission of this unit is to provide a language capability for military police services where required.

*b. Assignment.* This unit is assigned, as required, by augmentation or attachment to military police battalions, PW camps, provost marshal sections, and to criminal investigation detachments located within the COMMZ.

*c. Capabilities.* This unit has the capability of providing U. S. military linguists, translators, and supervisors where security and accuracy in translations are mandatory. This unit also provides supervision for indigenous interpreters and translators.

### **157. Teams AB-JB-3JA-4JJ, Military Police Hospital Detachment (TOE-19-500)**

*a. Mission.* The mission of this unit is to provide security guard and military police services at fixed-hospitals and convalescent centers.

*b. Assignment.* This unit is assigned on the basis of 1 per hospital of 100 to 250 beds and 1 per convalescent center located in the COMMZ.

*c. Capabilities.* This unit has the capability of—

- (1) Providing supervisory and administrative personnel for the detachment (team AB).
- (2) Providing noncommissioned and security guard personnel to operate the military police desk and information center on a sustained 24-hour seven day a week basis, and also maintain related military police records and reports (team JB).
- (3) Providing security guards for confinement facility, internal security, and assisting medical personnel with the security of battle fatigue cases (team JA).
- (4) Providing security guards for controlling ingress and egress to the hospital

area to cover two full-time gate posts (team JJ).

**158. Teams AB-JB-4JA-4JJ, Military Police Hospital Detachment (TOE 19-500)**

*a. Mission.* The mission of this unit is to provide security guard and military police services at fixed hospitals.

*b. Assignment.* This unit is assigned on the basis of 1 per hospital of 300 to 750 beds located in the COMMZ.

*c. Capabilities.* This unit has the capability of—

- (1) Providing supervisory and administrative personnel for the detachment (team AB).
- (2) Providing noncommissioned and security guard personnel to operate the military police desk and information center on a sustained 24-hour seven day a week basis, and also maintains related military police records and reports (team JB).
- (3) Providing security guards for confinement facility, internal security, and assisting medical personnel with the security of battle fatigue cases (team JA).
- (4) Providing security guards for controlling ingress and egress to the hospital area to cover two full-time gate posts (team JJ).

**159. Teams AB-JB-LA-5JA-4JJ, Military Police Hospital Detachment (TOE 19-500)**

*a. Mission.* The mission of this unit is to provide security guard and military police services, to include criminal investigation, at fixed hospitals

*b. Assignment.* This unit is assigned on the basis of 1 per hospital of 800 to 1,000 beds located in the COMMZ.

*c. Capabilities.* This unit has the capability of—

- (1) Providing supervisory and administrative personnel for the detachment (team AB).

(2) Providing noncommissioned and security guard personnel to operate the military police desk and information center on a sustained 24-hour seven day a week basis, and also maintaining related military police records and reports (team JB).

(3) Providing criminal investigators and equipment to conduct investigations of crime occurring within the hospital area. Also furnishing the hospital commander with technically trained personnel to implement the crime prevention program within the hospital, continuously conduct physical security surveys of critical and sensitive supplies to include narcotics, and to keep him informed regarding the status of security within the hospital (team LA).

(4) Providing security guards for confinement facility, internal security, and assisting medical personnel with the security of battle fatigue cases (team JA).

(5) Providing security guards for controlling ingress and egress to the hospital area to cover two full-time gate posts (team JJ).

**160. Branch United States Prisoner of War Information Center (USPWIC(Br)) (TOE 19-( ))**

*a.* The USPWIC(Br) is an official center of information established in the theater of operations (normally located in COMMZ) to fulfill U. S. responsibilities and to carry out the functions of the CONUS located U. S. Prisoner of War (and U. S. Civilian Internee) Information Center, as prescribed in the Geneva Conventions of 1949.

*b.* This information center maintains up-to-date files on each PW and civilian internee and receives information from many sources, but primarily from the military police prisoner of war processing companies. Duplicate copies of all files are forwarded to the information center in CONUS.

*c.* This branch information center collects, documents, records, and disseminates compiled

information on PW's and civilian internees to any authorized bureau, organization, or individual requesting the information.

*d.* Compiled information on interned enemy personnel is primarily furnished to the Central Prisoner of War Information Agency in accordance with the Geneva Conventions of 1949. The central agency is the coordinating agency for all information concerning PW's and civilian internees being held by all parties to the conflict. This central agency is established in a neutral country and is normally subscribed to

by all parties to a conflict (Article 123, Geneva Conventions of 1949).

*e.* In addition, similar information is furnished to the International Red Cross and the Protecting Power serving the interests of the enemy.

*f.* This information center is further charged with collecting and disposing of all personal effects left by PW's or civilian internees who have been repatriated or released, or who have escaped or died; under such arrangements as have been agreed upon between the parties to the conflict.

## APPENDIX I

### REFERENCES

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#### 1. Army Regulations

- |             |   |
|-------------|---|
| 1-32        | Disciplinary Control of U. S. Army Personnel Stationed Overseas.  |
| 1-70        | Standardization among Armies of the United States—United Kingdom—Canada.                                    |
| 1-71        | Standardization among the Countries of The North Atlantic Treaty Organization.                              |
| 10-10-1     | Department of the Army; Standard Organization and Position Titles.  |
| 11-8        | Logistics Policy.   |
| 165-15      | Religious Activities.   |
| 190-15      | Traffic Accident Investigation.   |
| 190-46      | Provost Marshal Activities.   |
| (C) 190-60  | Physical Security of Atomic Weapons (U).  |
| 190-90      | Suppression of Prostitution.  |
| 195-10      | Military Police Criminal Investigative Activities.  |
| 210-181     | Stockades and Hospital Prisoner Wards.  |
| 310-32      | Organization and Equipment Authorization Tables—Personnel. (When published.)                                |
| 320-5       | Dictionary of United States Army Terms.   |
| 320-50      | Authorized Abbreviations and Brevity Codes.   |
| 380-20      | Restricted Areas.   |
| (C) 381-100 | Intelligence Corps, U. S. Army Missions, Functions, and Employment of Personnel and Units (U).              |
| 381-130     | Counterintelligence Investigations; Supervision and Control.  |
| 415-35      | Minor Construction.   |
| 500-50      | Civil Disturbances.   |
| 600-30      | Character Guidance Program.   |
| 633-1       | Apprehension and Restraint.   |
| 633-5       | Prisoners; General Provisions.  |
| 633-30      | Military Sentences to Confinement.  |
| 633-56      | Notification to Parents, Spouse, or Guardian when Trial by Court-Martial or Foreign Court Appears Probable. |

#### 2. Pamphlets

- |        |   |
|--------|---|
| 20-151 | Lectures of the Geneva Conventions of 1949. |
| 20-165 | Discipline.                                 |
| 27-1   | Treaties Governing Land Warfare.            |

#### 3. Joint Chiefs of Staff Publications

- |       |   |
|-------|---|
| 1     | Dictionary of United States Military Terms for Joint Usage. |
| 2     | Unified Action Armed Forces (UNAAF).                        |
| (C) 3 | Joint Logistics and Personnel Policy and Guidance (U).      |

**4. Field Manuals**

5-34	Engineer Field Data.
5-36	Route Reconnaissance and Classification.
8-5	Medical Service Units, Theater of Operations.
8-10	Medical Service, Theater of Operations.
8-35	Transportation of the Sick and Wounded.
9-1	Ordnance Service in the Field.
9-5	Ordnance Ammunition Service.
9-47	Ordnance Special Ammunition Supply Company.
9-87	Ordnance Special Ammunition, General Support Company.
10-20	Organization for Supply of Petroleum Products in Theaters of Operations.
11-20	Signal Operations, Theater of Operations.
16-5	The Chaplain.
19-1	Military Police Support, Army Divisions. (When published.)
19-2	Military Police Support, Field Army. (When published.)
19-5	The Military Policeman.
19-15	Civil Disturbances and Disasters.
19-20	Military Police Investigations.
19-25	Military Police Traffic Control.
19-30	Physical Security.
19-40	Enemy Prisoners of War and Civilian Internees.
19-60	Confinement of Military Prisoners.
20-20	Military Dog Training and Employment.
21-5	Military Training.
21-30	Military Symbols.
22-100	Military Leadership.
26-5	Interior Guard.
27-10	The Law of Land Warfare.
30-5	Combat Intelligence.
(C) 30-15	Intelligence Interrogations (U).
(C) 30-17	Counterintelligence Operations, Intelligence Corps, U. S. Army (U).
31-15	Operations Against Irregular Forces.
31-16	Counterguerrilla Operations.
31-21	Guerrilla Warfare and Special Forces Operations.
(CM) 32-5	Communications Security (U).
41-5	Joint Manual of Civil Affairs/Military Government.
41-10	Civil Affairs Operations.
54-1	The Logistical Command.
55-4	Transportation Movements in Theaters of Operations.
55-6	Transportation Services in Theaters of Operations.
55-21	Rail Transportation Higher Units.
55-22	Transportation Railway Battalion.
55-30	Motor Transportation Operations.
55-31	Motor Transport Service in Theaters of Operations.
100-5	Field Service Regulations—Operations.
100-10	Field Service Regulations—Administration.
100-11	Signal Communications Doctrine.
101-1	Staff Officers' Field Manual; G1 Manual.
101-5	Staff Officers' Field Manual; Staff Organization and Procedure.
101-10:	
Part I	Organizational, Technical and Logistical Data Part I—Unclassified Data.

- Part II Staff Officers Field Manual; Organizational, Technical and Logistical Data  
—Extracts of Tables of Organization and Equipment.
- (S) 101-10-3 Staff Officers' Field Manual—Organizational, Technical and Logistical  
Data—Classified Data (U).
- 101-31-1 Staff Officers' Field Manual; Nuclear Weapons Employment.

**5. Training Circulars**

- 3-9 Use of Agent CS in Training and Riot Control.
- 19-1 Operation and Employment, Irritant Gas Dispersers.

**6. Technical Manual**

- 5-302 Construction in the Theater of Operations.

**7. Technical Bulletins**

- PMG 2 Counterfeiting.
- PMG 10 Search and Seizure by Military Police.
- PMG 19 Crime Prevention.
- PMG 29 Crime Prevention Surveys.
- PMG 32 Investigation of Black-Market Activities.

**8. International Agreements**

- STANAG 2012 Military Route Signing.
- STANAG 2024 Military Road Traffic Lighting Regulations.
- STANAG 2025 Basic Military Road Traffic Regulations.
- STANAG 2033 Interrogation of Prisoners of War.
- STANAG 2044 Standard Procedures for Dealing with Prisoners of War.
- SOLOG 55 Military Road Traffic Lighting Regulations.

**APPENDIX II**  
**STANAG 2012 (EDITION NO. 2), 12 FEBRUARY 1963**  
**MILITARY ROUTE SIGNING**

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DETAILS OF AGREEMENT  
MILITARY ROUTE SIGNING

- Enclosures: I. Annex "A"—Hazard Signs.  
 II. Annex "B"—Regulatory Signs.  
 III. Annex "C"—Guide Signs for Routes.

1. Scope of System

The system of military route signing given below is designated to enable NATO Armed Forces to move by day and by night without difficulty on any territory including the blackout zone, whether controlled by the operational military command or a national authority. This system will be capable of being integrated with any existing civil system to meet any specifically military requirement for which no civil sign is provided.

2. Types of Military Signs to be Used

a. Hazard Signs

The signs used to indicate traffic hazards. Military hazard signs will be used in a communication zone area only when complying with existing agreements with national authorities, and only in very exceptional circumstances. In any area under military responsibility, signing inside such areas will be the system used by the military authorities.

b. Regulatory Signs

The signs used to regulate and control traffic by the competent authority and to define the light line.

c. Guide Signs

The signs used to indicate locations, distances, directions, routes, and similar information.

3. Shape and Colour of Signs

a. Hazard Signs (See Annex "A")

Hazard Signs will be square in shape and will be placed with one diagonal vertical. A purely military sign not included in the Geneva Convention or host country's system will have a yellow background with the legend or symbol inscribed thereon in black. In the case of a sign included in the Geneva Convention or host country's system the appropriate sign will be superimposed on the same yellow background.

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b. Regulatory Signs (See Annex "B")

Regulatory Signs will be square in shape and placed normally. They will have a black background on which the legend or symbol will be superimposed in white with the following exceptions.

(1) Bridge Classification Signs

Bridge classification signs will be in accordance with STANAG No. 2010.

(2) Stop Signs (for military purposes only)

Stop signs will have an octagonal shape. They will have a yellow background and the word "STOP" superimposed in black.

(3) No Entry Signs

Will have the Geneva Convention sign superimposed.

(4) Blackout Signs

The shape of these panels and the signs to be included thereon are indicated at Annex "B".

(5) Application to Civilians

When the military must erect signs to be complied with by civilians, and suitable signs are already provided for by the Geneva Convention, or host country system, such signs will be used.

c. Guide Signs for Routes (See Annex "C"—1st Part)

Guide signs for routes will be rectangular in shape with the long axis vertical. They will have a black background on which the legend or symbol will be superimposed in white.

4. Exceptions to Standard Signs

The following guide signs are exceptions to the standard signs given above:

a. Directional Discs

Details of these signs are given in paragraphs 7 to 10.

b. Alternative Route Signs

Alternative route signs, as given in figures 1B to 5B of Annex "C" (1st Part) are exceptions to this rule in so far as shape is concerned; they are in fact directional discs being used, in conjunction with route numbers, as route signs (see also paragraph 12.c.).

c. Detour Signs

The detour sign, as shown in Figures 6A to 7B of Annex "C" (1st Part), will be a white arrow, barred or not, on a blue square, placed with one diagonal vertical. The number of the diverted main route will be shown:

- (1) either painted on the square over the arrow;
- (2) or added under the square by means of the small panels already provided for the guide signs for routes.

5. Size

Signs, except for bridge classifications signs (the dimensions of which

are laid down in STANAG No. 2010), will not be of standard sizes but must be sufficiently large to be easily read in adverse conditions of light. Signs designed for international use normally will be not less than 16 in. sq. (40 cm. sq.) with the exception of the directional discs which are dealt with in paragraph 8 below.

#### 6. Snow Conditions

It is permissible to use yellow instead of white on all purely military signs during prolonged snow conditions, or when permanently placed in areas subject annually to prolonged snow falls.

### DIRECTIONAL DISCS

#### 7. Use of Directional Discs

Directional discs will be used to supplement other guide signs to indicate the direction of a route (See Annex "C"—2nd Part). In addition they will be used with any major unit or formation sign to indicate the route to that unit. (See paragraph 9.a. below.)

#### 8. Details of Discs

- a. The normal disc consists of a fixed black arrow with or without bar on a white background. The disc may be used on a black background.
- b. The disc will have eight equally spaced holes round the edge of the circumference to allow the disc to be nailed with the arrow pointing in the appropriate direction.
- c. The size of the directional discs should not be larger than 16 inches (40cm) in diameter.

#### 9. Restriction on the Use of Discs

- a. The use of the disc is restricted to axial and lateral routes. Battalions and lower units are not permitted to put up directional discs. The object of this restriction is to ensure that minor units are not allowed indiscriminate use of directional discs because of the resulting confusion which might occur.
- b. Units not allowed to use directional discs may use any arrow sign providing the colour and shape are different from those used for directional discs.

#### 10. Detailed Use of Discs

See Annex "C"—2nd Part.

### GUIDE SIGNS FOR ROUTES

#### 11. Route Numbers

- a. Axial and lateral routes will be allotted one route number, which will be used to describe the route throughout its length.
- b. Axial routes will be given odd numbers and lateral routes even numbers.

- c. The theatre commander is responsible for allotting blocks of numbers to the Army Group, etc., operating in his theatre, in accordance with sub-paragraphs 11.a. and b.
- d. Formation (US regiment or equivalent and above) axes may be signed:
  - (1) in the case of routes of the manoeuvre network (axials or laterals), by supplementing the route number with a separate and removable formation sign, letter, colour or emblem. These additional signs should be used only as a temporary measure.
  - (2) in all other cases with the removable formation sign, letter, colour or emblem.

## 12. Route Guide Signs

- a. The legend on a route guide sign (i.e. a guide sign used to indicate routes) will consist of:
  - (1) the route number;
  - (2) appropriate directional disc.
- b. In addition, route signs may show the direction of the traffic. In the case of axial routes, differentiation between the stream of traffic moving to the front and the stream moving to the rear will be by means of a traffic disc with barred arrow showing the stream to the rear. On route signs for lateral routes, the standard letters N, E, S, W, NE, SE, NW and SW will be used to indicate the general direction of movement of each traffic stream.
- c. Examples of route signs are given in Annex "C"—1st Part. These signs will be normally as shown in the left hand column of Annex "C"—1st Part, i.e. on a black vertical rectangular background, and if the need arises, they could be made in accordance with the type of sign in the right hand column.

## 13. Other Guide Signs

Other guide signs shall be rectangular in shape with sides vertical and horizontal to indicate location, distance, direction, civilian route numbers, etc. (See Annex "C"—3rd Part). This type of sign will be used, for instance, to mark the routes to HQs, dumps and similar installations or units. The symbol will be white on a black background except for detour traffic signs which will have a blue background.

## 14. Guide Signs for Casualty Evacuation Routes

- a. On a rectangular white background the following information is shown in red:
  - (1) directional arrow.
  - (2) red cross or red crescent.
  - (3) unit or sub-unit designation in abbreviated form or using military symbols (only if required for casualty evacuation).Additional information, such as formation or national markings can also be shown if desired (See Annex "C"—3rd Part).

- b. Instead of using a rectangular white background as indicated in sub-paragraph a. above, it is also permissible to use as background a normal directional disc (see paragraph 8 above) four segments of which are cut out to give a cruciform shape. Same information is shown in red on white.

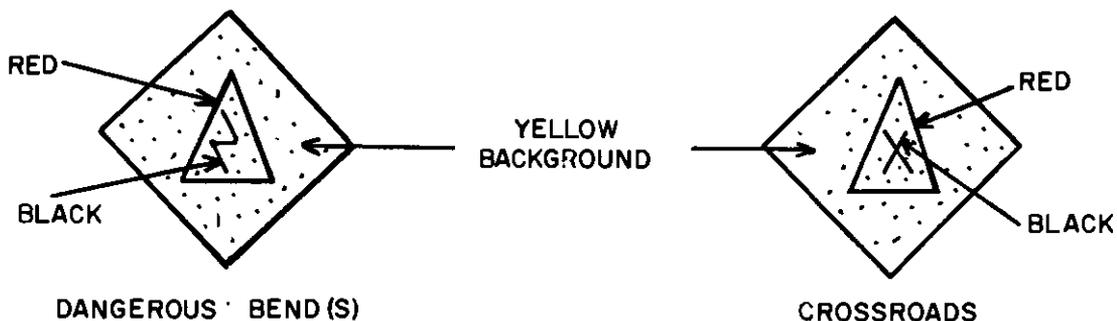
## 15. Lighting of Signs

Regulations regarding the lighting of signs at night or in adverse conditions are laid down in STANAG No. 2024 (Edition No. 2).

**HAZARD SIGNS** Annex "A" to STANAG 2012 (Edition No. 2)

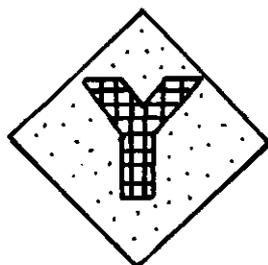
THE FOLLOWING ARE SOME EXAMPLES OF HAZARD SIGNS:

1. SIGNS ERECTED BY THE MILITARY FOR WHICH THE GENEVA CONVENTION ALREADY PROVIDES.

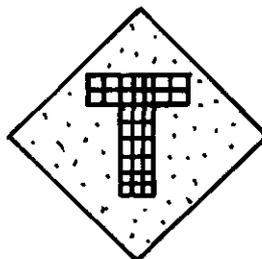


2. MILITARY SIGNS NOT INCLUDED IN THE GENEVA CONVENTION.

BLACK SYMBOL OR LEGEND ON YELLOW BACKGROUND



Y JUNCTION



T JUNCTION



IN SUCH CASES THE LANGUAGE OR LANGUAGES USED WILL BE DETERMINED BY THE AUTHORITY ERECTING THE SIGN.

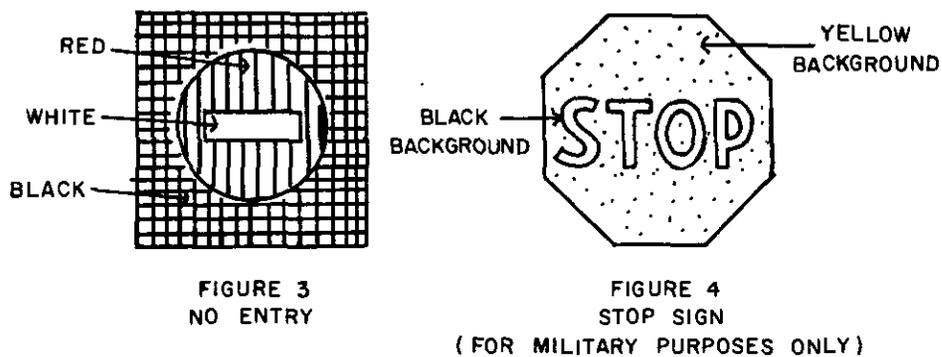
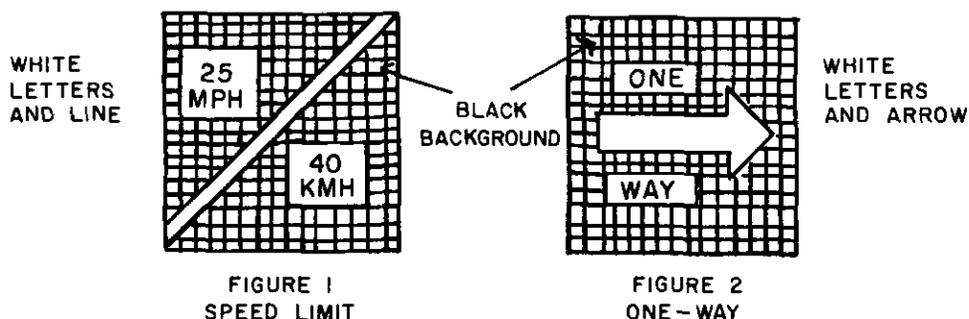
NOTE: MARTIAL CONTAMINATIONS

3. THE SIGNS FOR THESE CONTAMINATIONS ARE PRESCRIBED IN *STANAG* No.2002 (EDITION No.2) AND ARE NOT INCLUDED IN THE SCOPE OF THE ABOVE SIGNS.

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REGULATORY SIGNS Annex "B" to STANAG No. 2012 (Edition No. 2)

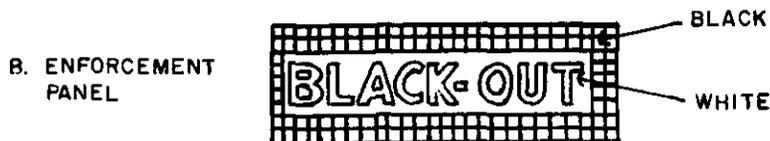
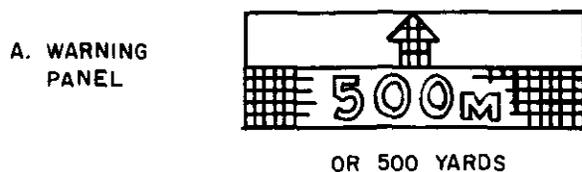
THE FOLLOWING ARE EXAMPLES OF REGULATORY SIGNS:



NOTE: THE USE OF THE WORDS "ONE WAY" IN FIGURE 2 IS OPTIONAL

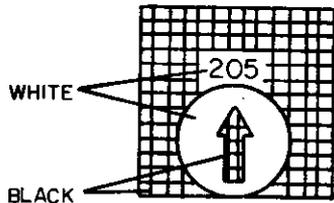
BLACKOUT SIGNS AND WARNING AND ENFORCEMENT PANELS

1. SIZE OF PANELS: 70 CM X 60 CM.
2. COLOURS: WHITE LETTERING ON BLACK BACKGROUND.



## GUIDE SIGNS FOR ROUTES

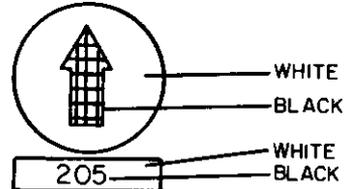
THE FOLLOWING ARE EXAMPLES OF GUIDE SIGNS FOR ROUTES



WHITE  
BLACK

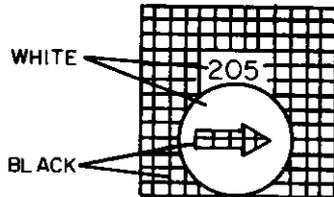
FIGURE 1A  
AXIAL ROUTE 205  
FRONT GOING TRAFFIC STRAIGHT ON

OR



WHITE  
BLACK  
WHITE  
BLACK

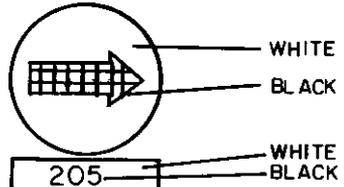
FIGURE 1B  
AS FOR 1A



WHITE  
BLACK

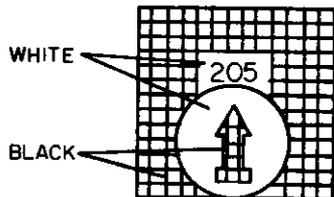
FIGURE 1B  
AXIAL ROUTE 205  
FRONT GOING TRAFFIC TURN RIGHT

OR



WHITE  
BLACK  
WHITE  
BLACK

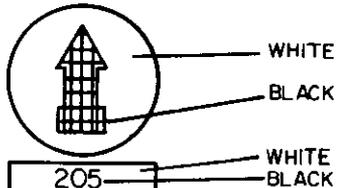
FIGURE 2B  
AS FOR 2A



WHITE  
BLACK

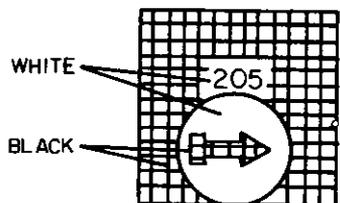
FIGURE 3A  
AXIAL ROUTE 205  
REAR GOING TRAFFIC STRAIGHT ON

OR



WHITE  
BLACK  
WHITE  
BLACK

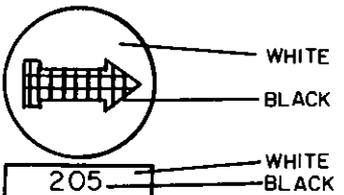
FIGURE 3B  
AS FOR 3A



WHITE  
BLACK

FIGURE 4A  
AXIAL ROUTE 205  
REAR GOING TRAFFIC TURN RIGHT

OR

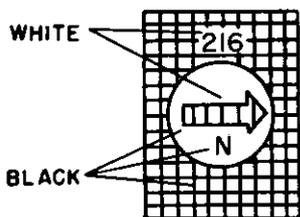


WHITE  
BLACK  
WHITE  
BLACK

FIGURE 4B  
AS FOR 4A

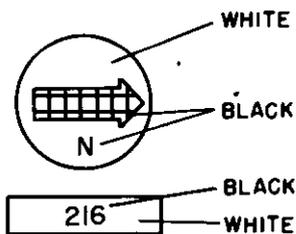
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Annex "C" (1st Part) to  
STANAG No. 2012 (Edition No. 2)



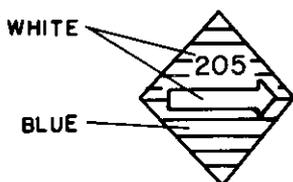
**FIGURE 5A**  
LATERAL ROUTE 216  
NORTH GOING TRAFFIC TURN RIGHT

OR



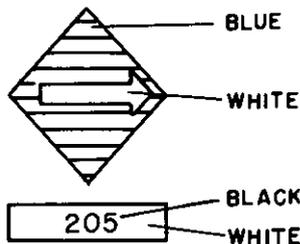
**FIGURE 5B**  
AS FOR FIGURE 5A

## DETOUR SIGNS

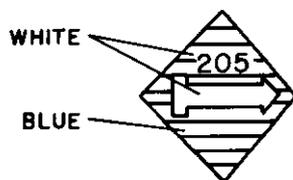


**FIGURE 6A**  
DETOUR TO AXIAL ROUTE 205  
FRONT GOING TRAFFIC TURN RIGHT

OR

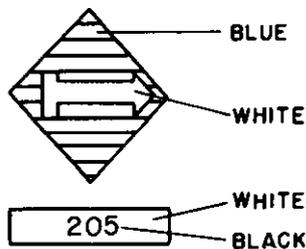


**FIGURE 6B**  
AS FOR FIGURE 6A



**FIGURE 7A**  
DETOUR TO AXIAL ROUTE  
REAR GOING TRAFFIC TURN RIGHT

OR



**FIGURE 7B**  
AS FOR 7A

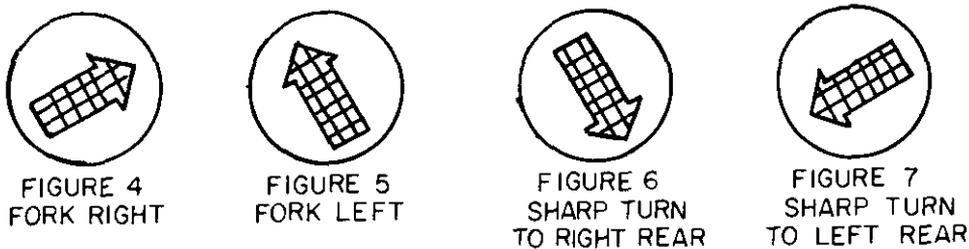
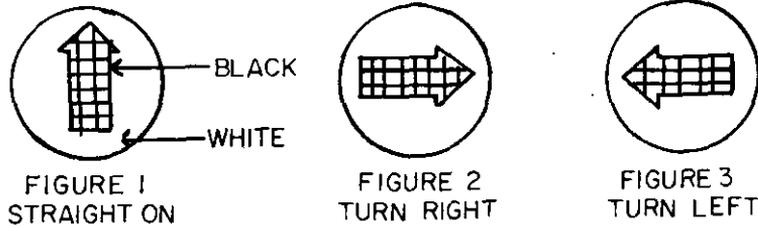
- NOTES:** a. Figures 1A to 5A show the normal guide signs for routes.  
b. Figures 1B to 5B show the alternative route signs which can be prepared with directional discs. In such a case, the indication of the route numbers is added under the directional disc.

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Annex "C" (2nd Part) to  
STANAG No. 2012 (Edition No. 2)

DIRECTIONAL DISCS

1. Directional discs with or without barred arrows will be used to indicate the following on axial and lateral routes.



2. Directional discs used on axial routes with the stream of traffic moving from the front line to the rear will be of the "barred arrow" type. They will give the same indications as in Figures 1 to 7 shown under paragraph 1 above.

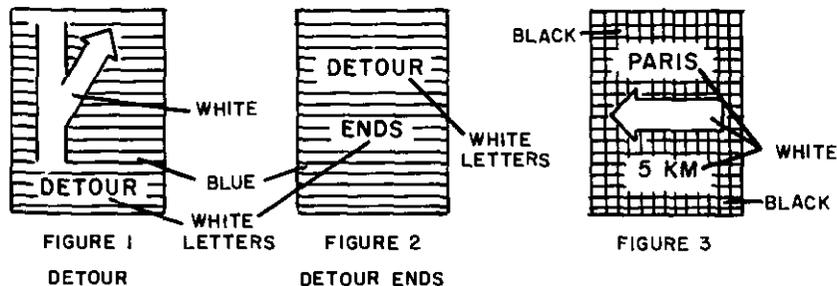
3. Normal directional discs, (i.e. those with a black arrow on a white circular background) will be used in all cases except on detours, when the detour signs, (i.e. those with a white arrow on blue square background, placed with one diagonal vertical) will be used.

4. The use of the directional discs as given above in no way supersedes the use of regulatory signs given in Annex B. These regulatory signs will be used in addition to the directional discs which only indicate a route to be followed. As time permits special signs may be used to replace temporary directional discs.

OTHER GUIDE SIGNS

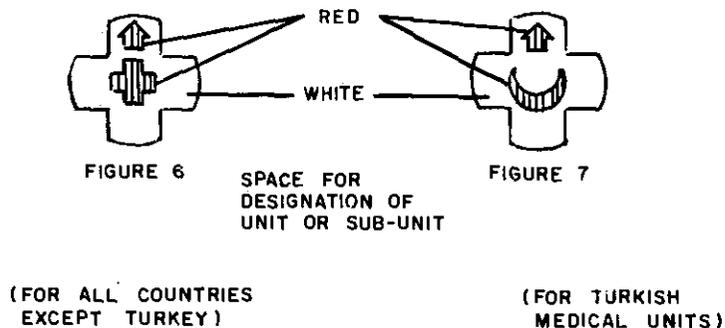
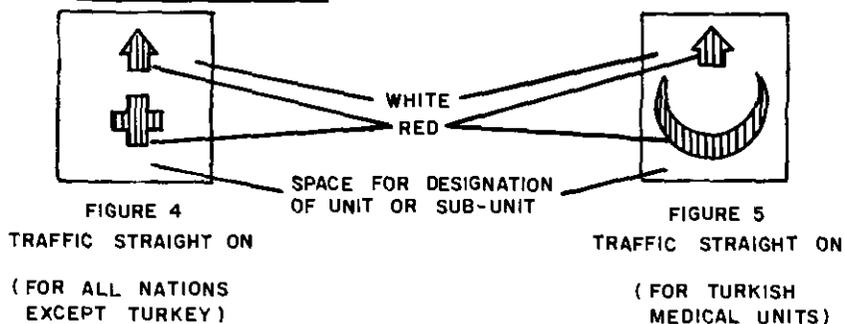
THE FOLLOWING ARE EXAMPLES OF OTHER GUIDE SIGNS FOR ROUTES:

1. GENERAL TRAFFIC SIGN



2. SIGNS INDICATING CASUALTY EVACUATION ROUTES.

MEDICAL UNITS SIGNS



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- NOTES:**
1. Figure 1 will be used in conjunction with detour signs, i.e., those with a white arrow on a blue square background placed with one diagonal vertical.
  2. Figure 2 will be used in conjunction with white and black directional discs. The language or languages used will be determined by the authority erecting the signs.
  3. Figure 3 may have the distance in miles/kilometres added as necessary.
  4. Traffic Post and Regulating Headquarters guide signs will consist of the agreed operational conventional symbol with the direction and distance to the Traffic Post or Regulating Headquarters indicated thereon. (See STANAG No. 2019 (Edition No. 2).)
  5. Guide signs to HQs and dumps will also be marked with the appropriate symbol in accordance with STANAG No. 2019 (Edition No. 2) (see also STANAGS No. 2030 (Edition No. 2) and 2035).

**APPENDIX III**  
**STANAG 2024, (EDITION NO. 2), 1 AUGUST 1962**  
**MILITARY ROAD TRAFFIC LIGHTING**  
**REGULATIONS (SOLOG No. 55)**

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DETAILS OF AGREEMENT

MILITARY ROAD TRAFFIC LIGHTING REGULATIONS

Enclosure I: Annex "A"—Balisage

GENERAL

INTRODUCTION

1. It is agreed to adopt for the NATO Armed Forces the military road traffic lighting regulations described in the following paragraphs.

SCOPE OF THE AGREEMENT

2. This agreement is divided into five parts:
- PART 1—MILITARY VEHICLE LIGHTING
  - PART 2—BALISAGE
  - PART 3—LIGHTING OF MILITARY ROUTE SIGNS
  - PART 4—VISIBILITY OF MILITARY TRAFFIC CONTROL PERSONNEL AT NIGHT
  - PART 5—INDICATION OF LIGHT LINE

PART I

MILITARY VEHICLE LIGHTING

CONDITIONS OF MOVEMENT AT NIGHT

3. The conditions under which military traffic will move at night will be determined by the Command in relation to the enemy threat and, in so far as possible, with due regard to regulations in force in the host country. Such conditions may be directly imposed on operators by this threat (especially in the case of air-raid warnings). These conditions may be as follows:

- a. Normal lighting conditions
- b. Reduced lighting conditions
- c. Blackout conditions

NORMAL LIGHTING CONDITIONS

Definition

4. Normal lighting is as prescribed or authorized by the law of a given country without restrictions for military reasons.

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General Requirements

5. The lights which are admissible under normal lighting conditions, as defined in paragraph 4 above, shall be in accordance with Article 15 and Appendix 6, II of the Agreement reached by the United Nations Conference on Road and Motor Transport, Geneva 1949, upon which the following details are based.

Driving Lights

6. Every military motor vehicle, other than a motorcycle with or without sidecar, shall be equipped with two white or yellow driving lights†, fitted in front, capable of adequately illuminating the road for a minimum distance of 110 yards (100m) in front of the vehicle at night-time in clear weather. The use of non-blinding lights is particularly important.

Passing Lights

7. Every military motor vehicle other than a motorcycle with or without sidecar, shall be equipped with two white or yellow passing lights† fitted at the front of the vehicle and capable when necessary of adequately illuminating the road at night in clear weather in front of the vehicle for a maximum distance of 33 yards (30m) without causing glare or dazzle to other road users whatever the direction of the traffic may be. Driving lights and passing lights may be combined in one unit.

Motorcycles

8. Every motorcycle, with or without sidecar shall have at least one driving light and one passing light, white or yellow†, conforming to the provisions of paragraphs 6 and 7 above.

Side Clearance Lights

9. Every military vehicle other than a motorcycle without sidecar shall be equipped with two white or yellow side clearance lights† at the front. Trailers which are wider than the towing vehicle will also be provided with these lights. The lights shall be:

- a. visible at night-time in clear weather at a minimum distance of 165 yards (150m) from the front of the vehicle without causing glare or dazzle to other road users.
- b. positioned as near as practicable to and in no case further than 16 inches (400mm) from the extreme outer edges of the vehicle so that the width thereof is indicated to traffic approaching from the opposite direction. However, providing they meet the above requirements, side clearance lights may be combined with the driving lights and passing lights in one unit.

Rear Lights

10. Every military motor vehicle shall be equipped at the rear with at least one red light:

† excluding any other colour.

- a. Every military motor vehicle other than a motorcycle without sidecar and every trailer at the end of a combination of vehicles shall be equipped at the rear with at least two red lights as close to the extreme outer edges of the vehicle as possible and in no case to be further than 16 inches (400mm) from the outer edges of the vehicle. These lights are to be visible at night-time in clear weather at a minimum distance of 165 yards (150m) from the rear of the vehicle.
- b. Motorcycle without sidecar shall be equipped at the rear with only one red light.

#### Red Reflectors

11. Red reflectors, visible at night-time in clear weather from a minimum distance of 110 yards (100m) when illuminated by means of driving lights, shall be fitted as follows:

- a. two at the rear of every military vehicle (except motorcycles without sidecars) and every trailer, on each side of the vehicle as near as practicable to the extreme outer edges and in no case further than 16 inches (400mm) from the extreme edges of the vehicle.
- b. one at the rear of every motorcycle.

#### Registration Numbers

12. The principle of illuminating the military registration or identification number at the rear of a military vehicle or a trailer is agreed, and will be implemented by all nations as soon as possible. The number should be illuminated so that it is readable at night in clear weather at a minimum distance of 20 yards (or 20m) from the rear.

#### Stop Lights and Direction Indicators

13. For stop lights and direction indicators the provisions of the United Nations Agreement, referred to in paragraph 5 above, will apply.

#### Vehicles to be Equipped

14. All military vehicles, except as in paragraph 15 below, shall conform to the above provisions when operating at night on roads carrying civil traffic, irrespective of whether they are moving singly or in column.

#### Exceptional or Awkward Loads

15. It is recognized that the above provisions will not apply to a number of exceptional vehicles, either when loaded or unloaded, owing to their characteristics (speed, weight or dimensions). In such cases a special ruling will be made by the authority responsible for traffic control, in so far as possible, with due regard to any relevant legal requirements or regulations of the country in which the vehicles are operating.

### REDUCED LIGHTING CONDITIONS

#### Definition

16. The expression "Reduced Lighting Conditions" implies that the brightness of all exterior and interior vehicle lights be reduced by power

reduction or screening in such a way that the direct or reflected light visible by an aerial observer is limited to the minimum compatible with the requirements of paragraph 17.

#### General Requirements

17. It is essential that the imposition of reduced lighting devices on military vehicles, whether single or in column should nevertheless enable the drivers:

- a. to travel as fast as possible compatible with safety;
- b. to brake in time;
- c. to see the side of the road.

#### BLACKOUT CONDITIONS

##### Definition

18. The expression "Blackout Conditions" implies either:

- a. total blackout, in which all lights are extinguished. (This extreme condition is not considered in this agreement);
- or b. movement by night with lights which cannot be spotted by enemy observation, but which enable collisions to be avoided by showing the position of the vehicle to other road users.

##### Visibility Requirements

19. Blackout lighting on military vehicles should conform to the following requirements (clear weather, at night, total darkness);

- a. the lighting should be diffused and not from clear-cut beams;
- b. the lighting devices will be provided with effective means to prevent the lights from being seen from above;
- c. lights shall be visible at a minimum horizontal distance of 55 yards (50m);
- d. lights shall not be visible in a horizontal direction in excess of 275 yards (250m);
- e. the intensity of the lights will be such that it would not be possible for a pilot flying higher than 500 ft. (150m) to locate the vehicle by reflection of the lights from the road surface.

##### Lights to be displayed

20. The following lights, conforming to the provisions of paragraph 19 above, will be displayed by military vehicles when operating under the conditions defined in paragraph 18 b. above, with the exception of the provisions of paragraph 21 below:

- |   |   |  |
|---|---|--|
| <ol style="list-style-type: none"> <li>a. two white or yellow lights at the front</li> <li>b. two red lights at the rear</li> <li>c. motorcycles without sidecar may be equipped with only one headlight and one rear light.</li> </ol> | } | <p>positioned so that the width of the vehicle is delineated to traffic approaching either from the front or the rear.</p> |
|---|---|--|

NATO—UNCLASSIFIEDMovement of columns

21. For the movement of columns the requirements concerning black-out conditions will be considered as complied with if the following lights are displayed:

- a. two white or yellow lights at the front of the first vehicle of each element;
- b. two red lights at the rear of the last vehicle of each element;
- c. at least one convoy or station keeping light at the rear of each vehicle.

“Convoy” or “station keeping” lights which should conform to the requirements of paragraph 19b, are those placed at the rear of any vehicle of a column moving under black-out conditions, to permit the driver of the following vehicle to judge the proper distance which he must keep behind the preceding vehicle. Under such conditions it is desirable that:

- a. traffic may be one-way and without overtaking;
- b. the side clearance (position) lights of the widest vehicles be lit;
- c. the civil traffic authorities be informed thereof.

Movement of special vehicles as regards their dimensions or their load.

22. Such movement will necessitate special lighting and traffic measures to be taken by the Military Authority in order to further the above provisions without transgressing the general requirements laid down in paragraphs 18 and 19 for black-out conditions.

Blackout Safety Device

23. It is desirable that a device be incorporated in the vehicle lighting switch, in order to prevent the driver inadvertently switching on the driving lights, passing lights or direction indicators when the vehicle is operating under black-out conditions. (The detailed explanations are given at Annex A to this STANAG.)

PART 2BALISAGE

24. It is recognized that the present system of vehicle movement under blackout conditions, using lights conforming with Part 1, paragraph 18 above, does not permit vehicles to move sufficiently fast. One of the methods used at present to increase their speed is a system of beacon lights on the road side. This system is known as “balisage” and the beacons used as “balises.”

Full particulars are given at Annex “A” to this STANAG.

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PART 3LIGHTING OF MILITARY ROUTE SIGNSNORMAL LIGHTING CONDITIONS

25. Under Normal Lighting Conditions, the provisions of STANAG No. 2012 shall apply, (i.e., it is the responsibility of each army to ensure that the standard signs are visible during night time and in adverse conditions of light as may be applicable).

REDUCED LIGHTING CONDITIONS

26. Under Reduced Lighting Conditions the provisions of STANAG No. 2012 will also apply. In addition, the positioning of the signs and the methods adopted to render them visible (illumination, reflection) must enable them to be seen by oncoming vehicles fitted with the screening devices.

BLACKOUT CONDITIONSGeneral Visibility Requirements

27. In a blackout zone the requirements for any system of illuminating route signs are as follows:

- a. the road traffic sign will be provided with an upper-mask which would prevent the light from being seen from above;
- b. the intensity of the light illuminating the road traffic sign will be such that it would not be possible for a pilot flying higher than 500 ft. (150m) to locate the sign or the reflection of the light on other adjacent surfaces;
- c. in so far as possible, the light will be so oriented that it would be visible at a minimum distance of 110 yds. (100m) to truck drivers sitting in their cab and readable at a distance of 33 yds. (30m).

Military Route Signs to be Lit

28. The appropriate military authority in the area will specify those signs which must be lit, primary consideration being given to the following types shown in STANAG No. 2012:

- a. danger or warning signs placed with the object of avoiding accidents;
- b. change of direction signs.

Characteristics required for Road Sign Lighting29. a. Duration of Illumination

- (1) The system employed must afford visibility to the degree specified in paragraph 27 above for a minimum period of 15 hours without, where applicable, refueling or change of batteries;
- (2) Where the source of light used is of the expendable type (e.g. battery, liquid fuel, etc.), it must be such that quick and easy replacement is possible under wartime conditions.

NATO—UNCLASSIFIEDb. Weight and Dimensions

Where the method of illumination is based upon an independent light source, the equipment used must be:

- (1) of light weight
- (2) easy to store
- (3) Easy to transport in small vehicles.

c. Resistance to Damage

The system of lighting used must be:

- (1) shock resisting
- (2) fireproof
- (3) damp and weather proof.

d. Operation and Placing

The system of lighting used must be:

- (1) simple in operation
- (2) easy and quick to place in position.

PART 4VISIBILITY OF MILITARY TRAFFIC CONTROL PERSONNELAT NIGHT

30. It will be the responsibility of each NATO country to ensure that military traffic control personnel, when on duty, are readily visible to drivers at night, whether under Normal Lighting, Reduced Lighting or Blackout Conditions.

31. Traffic control personnel, in addition to wearing the distinguishing cuff, will be equipped with a luminous or illuminated appliance for directing the movement of traffic. This appliance must comply with the visibility requirements appropriate to the conditions of movement at night in force at the time.

PART 5INDICATION OF THE LIGHT LINE

32. The Light Line will be indicated by a sign corresponding to the model shown in STANAG 2012, Annex "B". This sign must be strictly adhered to. For this purpose, it is classed among the regulatory signs (STANAG 2012, paragraphs 2.b. and 3.b. (4)). This sign indicating the light line will always be preceded by two warning panels, a model of which is also shown in STANAG 2012, Annex "B". These panels will be placed to the best advantage in relation to the situation and the nature of the ground, in accordance with the instructions of the command responsible for traffic control in the area in question. Location of panels will be:

- a. the first, preferably at a distance varying between 1.100 yards (1 km) and 550 yards (500 m);
- b. the second, preferably at a distance varying between 550 yards (500 m) and 220 yards (200 m).

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33. These distances are given as an indication only; it may be useful in certain cases to spread these panels over a much greater distance. However the distance between the first warning panel and the sign indicating the light line must under no circumstances exceed 7 miles (10 km). In the black section of the rectangular warning panel the distance separating this panel from the sign indicating the light line will be shown in white figures.

Annex "A" to STANAG No. 2024  
(Edition No. 2)

### BALISAGE

1. Should any NATO country elect to use balisage, it is agreed that the prescriptions of the following paragraphs will apply.

#### I. PRINCIPLE OF USE

2. Routes on which balisage is used will be open to one-way traffic only. The only exception to this basic principle will be in very special cases, such as dual highways with a separating grass verge, etc.

3. These cases will be decided by the military authorities responsible for road movements in the area.

#### Access to, and Crossing of Routes

4. Access to, or crossing of a route on which balisage is used, will be effected at points specified by the Commander.

#### Use of a route on which balisage is used

5. A route on which balisage is used will only be used on the instructions of the command responsible for road movements in the area and on the authority of the commander of the traffic control detachments on that route.

#### Signing of entries and exits

6. Warning will be given of entries to, and exits from routes in which balisage is used, by means of luminous or illuminated panels indicating the beginning or the end of the balisage.

#### Prohibition signs on approach routes

7. On all approach routes to a route on which balisage is used, or on routes cutting across it, prohibition signs will be placed at the last crossroads before it, so as to enable vehicles to make a detour.

#### Extinction of Lights

8. All lights in proximity of a route on which balisage is used will be extinguished.

#### Detour

9. Use of a certain number of detours will always be provided for in the event of obstruction of the route on which balisage is used; means will be held in reserve for this balisage as necessary.

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Crossing of a route in which balisage is used

10. Crossing of a route on which balisage is used may be authorized by the commander of the traffic control detachments on the route. However, crossing of such a route will only be authorized for isolated vehicles or small columns, within the limitations of available gaps. Vehicle lights will be extinguished at least 220 yards, (200 m) from the crossing point and switch on again at least 220 yards, (200 m) after it.

Parking Areas

11. Parking Areas will be provided before the beginning of the route on which balisage is used and in proximity to the difficult crossing points, to enable parking of vehicles awaiting authority to use the route of columns halted on the orders of the command or after authorization granted by the commanders of the traffic control detachments in the area.

Vehicle Equipment

12. Vehicles moving on such a route will be equipped with blackout lights or with balises located in accordance with the provisions of paragraph 22 below.

13. Except in the case of a breakdown (see paragraph 30) the following will be prohibited:

- a. overtaking
- b. use of horn
- c. stopping.

II. BALISE CHARACTERISTICS

Visibility Requirements

14. By night, under clear weather conditions, balises must meet the following requirements:

- a. the balise will be provided with an upper-mask, which would prevent the light from being seen from above, but so oriented that the light would be seen by the truck drivers sitting in their cab;
- b. the intensity of the light of the balise will be such that it would not be possible for a pilot flying higher than 500 ft. (150 m) to locate the road by reflection of this light on its surface;
- c. the balise must be seen by a truck driver sitting in his cab at a distance which shall not be less than 165 yds. (150 m) nor more than 275 yds. (25 m).

Duration of Illumination

15. Each balise must be visible to the degree specified in paragraph 14 above for a minimum period of 15 hours, without refuelling or change of batteries.

Colour of Lights

16. Balises display white or yellow lights, green lights and red lights according to the colour required by balisage conditions.

Weight and Dimensions

17. Balises must be:

- a. small;
- b. of light weight;
- c. easy to store;
- d. easy to transport in small vehicles.

(as a guide it should be noted that there are balises in existence weighing 17.5 ounces (500 gr.)).

Resistance to Damage

18. Balises must be:

- a. shock resisting;
- b. fireproof;
- c. damp and weather proof.

Laving

19. Balises must be simple in operation and permit rapid change between the colours required.

III. USE OF BALISES

20. The spacing of balises must be such that a driver can see at any one time a minimum of three balises. Normally, balises are placed on the ground, but their visibility to drivers approaching them will govern the heights at which they are to be placed. Special precautions should be taken in areas liable to heavy snowfalls.

White or Yellow Lights

21. Balises displaying white or yellow lights will be placed on the right-hand side of the road (or on the side of the road on which the vehicles drive) at intervals of 55 yards (50 m) at least on a straight road.

22. On sharp curves, humpbacks, spacing of balises will vary progressively in such a way as to show up the exact curve or outline.

23. Balises displaying white or yellow lights will be placed on the left-hand side of the road in accordance with the above provisions, when balisage is used in a country where traffic normally drives on the left.

Green Lights

24. Any narrowing of the road, whether for normal reasons (under-bridge passage) or accidental reasons (felling, broken-down vehicle,

crater, etc.), any dangerous curve or stretch of road will be shown by balises displaying green lights placed on the opposite side of the road to that on which the white or yellow balises are placed.

25. An illuminated channel will thus be produced through which vehicles can drive in safety.

#### Red Lights

26. Balises displaying red, white or yellow lights may be used to equip vehicles which are not fitted with a blackout lighting system, driving on a route on which balisage is used.

#### Warning Signs

27. Any dangerous or difficult point on a route will be signed by means of two balises placed side by side, 12 inches (30 cm) apart and 110 yards (100 m) from the dangerous point. The sign will be repeated at a distance of 66 yards (60 m) before the dangerous point.

28. These signs may be duplicated by a "DANGER" sign in luminous box form.

29. Drivers will be required to exercise special care on the signed stretch of road leading up to the dangerous point.

#### Method of Laying and Protection

30. Each NATO nation using balises will be responsible for:

- a. developing its own method of laying balises;
- b. taking any necessary measure to protect them against theft, sabotage and bad weather.

31. Approximately 95 balises are required for one mile of route (or 60 balises per kilometre) at a standard spacing of 55 yards (50 m) between balises.

32. This figure includes:

- a. additional balises for bends;
- b. additional balises for replacement of losses or breakages.

#### IV. PATROLLING ROUTES ON WHICH BALISAGE IS USED

33. Routes on which balisage is used must be continually patrolled by personnel drawn from traffic control personnel in order to ensure proper furnishing of lights and that the route is usable.

34. Patrols must be issued with spare balises and any new hazard must be signed.

35. Traffic control posts will be set up on approach routes to, or routes crossing, the route on which balisage is used, at points where access to, or crossing of, the route is authorized.

36. Control points will be situated at the last crossroads at which a detour can be made to enable vehicles which are not authorized to enter upon or cross the route to continue on their journey.

V. MOVEMENT OF VEHICLES ON A ROUTE ON WHICH BALISAGE IS USED

37. Before entry on to the route, all lights not permitted under paragraph 20 of Details of Agreement, as well as the red stop light, will be switched off.

38. Any vehicle not fitted with the blackout lighting system may be equipped with balises.

39. Vehicles will, in principle, drive at a distance of 1 m. to the left (right) of the line of balises, or between the two lines of balises where balisage is placed on both sides of the road (white or yellow lights and green lights).

40. In the event of breakdown. The driver will draw as far as possible into the right (left) to clear the carriageway completely: sound short blasts on his horn, dismount and signal following traffic to overtake him; take the nearest white or yellow balise and place it at a distance of 30 inches (50 cm) to the left of the rear left-hand corner (to the right of the rear right-hand corner) of his vehicle.

41. If the vehicle is not fitted with blackout lighting but equipped with balises, the driver will use his own balise by taking the white or yellow balise from the front of his vehicle and will continue to signal traffic to overtake him.

42. Traffic control personnel, warned by the flickering blasts of the horn will intervene to complete balisage of the vehicles, place green balises on the opposite side of the road to indicate narrowing of the road and signal the column to overtake the broken down vehicle.

43. If the vehicle is obstructing the route traffic control personnel will clear the road by all available means after resorting the flow of traffic.

44. To halt a column or a vehicle traffic control personnel will move from right to left two red balises (or, where none are available, two white or yellow balises).

**APPENDIX IV**  
**STANAG 2025 (EDITION NO. 2), 22 JUNE 1962,**  
**BASIC MILITARY ROAD TRAFFIC REGULATIONS**  
**REGLES GENERALES MILITAIRES DE CIRCULATION ROUTIERE**

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**DETAILS OF AGREEMENT**

**BASIC MILITARY ROAD TRAFFIC REGULATIONS**

- Enclosures:
- I. Annex "A"—Signals to be used by Drivers of Left Hand Drive Military Vehicles.
  - II. Annex "B"—Signals to be used by Drivers of Right Hand Drive Military Vehicles.
  - III. Annex "C"—Signals to be used by Military Traffic Control Personnel.
  - IV. Annex "D"—Standard Layout for Offence Report to be used by NATO Traffic Control Personnel.
  - V. Annex "E"—Illuminated Direction Indicators.

**GENERAL**

1. The NATO Armed Forces agree to adopt the basic military road traffic regulations described in the following paragraphs, in particular as regards the movements of vehicles or columns in an area under the control of a different authority.
2. This agreement is divided into four parts:
  - Part 1: General regulations for Military Road Traffic Control organization.
  - Part 2: Action by road traffic control elements.
  - Part 3: Road traffic regulations to be observed by drivers of military vehicles.
  - Part 4: Traffic Control Personnel and their relationship with military road users.

**PART 1**

**GENERAL REGULATIONS FOR MILITARY ROAD TRAFFIC CONTROL ORGANIZATION**

3. a. The Military Road Traffic control organization is intended to regulate, control and facilitate the movement of military vehicles and columns of vehicles by road.
- b. Within each area of responsibility, the overall steps taken by the

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appropriate authority to organize and control Military Movement by Road constitute a Road Traffic Plan, which serves as the basis for preparing Road Movements orders and instructions.

4. The Road Traffic Plan and related orders must enable each element concerned to ascertain:
  - a. general traffic regulations affecting military vehicles in particular;
  - b. the layout of the routes which it will be required to follow, and the details relating to those routes;
    - (1) controlled routes (regulated, supervised etc.).
    - (2) one way route sections.
    - (3) authorized or prescribed speeds.
    - (4) special orders applicable to certain route sections or to certain critical points.
  - c. priorities allocated to certain vehicles or columns.
  - d. various prohibitions or restrictions (parking, overtaking, etc.).
  - e. regulations relating to day or night traffic and in particular:
    - (1) the lines beyond which the movement of vehicles and the lighting of signs are subject to reduced lighting conditions or black-out conditions.
    - (2) if appropriate, route sections on which balisage is used.
  - f. the conditions under which the appropriate authority wishes to be kept informed of the execution of movements.

## PART 2

### ACTION BY ROAD TRAFFIC CONTROL ELEMENTS

5. a. To ensure implementation of the Road Traffic Plan and the execution of related orders as well as for the purpose of being kept informed of the execution of current movements, the responsible authority has Road Traffic Control elements at its disposal.
  - b. These elements are the representatives of the responsible authority. As such, the orders and instructions given by them must be obeyed by all road users, irrespective of nationality.
6. Road Traffic Control elements can be:
    - a. Military or Civil Police units.
    - b. Special Military units.
  7. These units discharge their task by means:
    - a. of static Traffic Control Posts set up along the routes as necessary and staffed by Traffic Control Personnel.
    - b. and/or mobile patrols (may be air patrols) and escorts.
  8. Their primary duties are:
    - a. to apply traffic regulations by enforcing the Highway Code, the

instructions given by military and civil road signs and the instructions contained in the Road Traffic Plan. (For this purpose, they are empowered to prohibit access to controlled routes for which a movement credit is required to any column not in possession of one.)

- b. to take appropriate action to avoid or reduce congestion.
  - c. to divert traffic round road obstacles, thereby ensuring continuity of movement. (For this purpose they must be familiar with their allocated area and available detours.)
  - d. to supply road users with all information and guidance which they may require.
9. a. When these units have the task of keeping the responsible Authority informed of the execution of movements, they set up on the routes Control Posts (or Regulation Points) equipped with necessary means of communication and in possession of the movement plan for these routes.
- b. These Control Posts (or Regulating Points) are indicated by panels of the type defined in STANAG No. 2012 erected along the route at a suitable distance on either side of and close by the Control Post.
  - c. Action by column Commanders on passing Control Posts (or Regulating Points) is given in STANAG No. 2154 paragraph 29.
10. When the movement of a column of one nationality is controlled by an authority of a different nationality, representatives of the National Command to which the column belongs may be posted alongside the Control Post Commanders.
11. Action by the Road Traffic Control elements is facilitated by the erection of the signs and equipment stated in STANAG No. 2012, and any other temporary device for the purpose of easing the flow of columns, at particularly difficult points along routes.

### PART 3

## ROAD TRAFFIC REGULATIONS TO BE OBSERVED BY DRIVERS OF MILITARY VEHICLES

### CIVIL ROAD TRAFFIC REGULATIONS

#### Highway Codes

12. Drivers of military vehicles shall at all times obey:
- a. the "Rules of the Road" given in Chapter II of the United Nations Convention on Road Traffic signed at Geneva in 1949;  
and, in addition, except when otherwise required by military conditions
  - b. road traffic laws and/or the Highway Code of the country in which they are driving.

Road Traffic Signs

13. Except in the cases referred to in STANAG No. 2012, drivers of military vehicles shall at all times obey the civil road traffic signs of the country in which they are driving.

Training

14. All drivers of military vehicles must be taught:

- a. the "Rules of the Road" referred to in paragraph 12a above;
- b. the traffic laws and/or Highway Code of the country in which they are to drive including the signals given by civilian and/or military personnel engaged in traffic control, civil road traffic signals and signs and, in particular, the right of way signs used at road intersections.

MILITARY ROAD TRAFFIC REGULATIONS15. Speed Limits

- a. Military Vehicles, whether moving in columns or as single vehicles, will abide by the speed limits laid down by the responsible military authority controlling road movements in the area concerned. These speed limits will not, in principle, exceed any civil speed limits operating on the roads in question.
- b. In all inter-allied orders relating to road movement (e.g., standing orders, movement orders), speeds will be described both in "miles per hour" (Mph) and "kilometres per hour" (Km/H).

16. Signals by Drivers of Military Vehicles

- a. In countries where traffic normally drives on the right hand side of the road, all drivers of military vehicles will use the signals described and illustrated:
  - in Annex A to this STANAG for left hand drive vehicles;
  - in Annex B to this STANAG for right hand drive vehicles.

NOTE: Hand signals may be rendered more visible by the use:

  - by day, of a signalling disc.
  - by night, or in adverse weather conditions, of a signalling lamp.
- b. In countries where traffic normally drives on the left hand side of the road, these signals will not apply, and those given in the Highway Code of the nation concerned will be used.

17. a. In addition, changes in direction will be indicated by the use of the illuminated direction indicators with which vehicles are equipped, except when their use is prohibited (in particular, forward of the light line).
- b. The characteristics of the illuminated direction indicators are prescribed in Annex E to this STANAG.

NATO—UNCLASSIFIEDStopping of Single Military Vehicles

18. When the driver of a single military vehicle has to stop his vehicle:
- a. he shall indicate to drivers behind that he is stopping and that if safe they may pass.
  - b. When parking off the road is not possible and if no Traffic Control personnel are present he will stand in a position where he can best signal traffic around his parked vehicle.

Movement over Bridges, etc.

19. a. STANAG No. 2021 (Computation of Bridge, Raft and Vehicle Classification) indicates the relationship between the classification number of a vehicle and those of bridges and rafts. No driver shall move his vehicle on to a bridge or raft if his vehicle bears a classification number higher than that of the bridge or raft as established by STANAG No. 2010 (Bridge Classification Markings).
- b. All military traffic approaching or crossing bridges under repair, temporary bridges and rafts must move with particular care.

Military Road Signs

20. a. All drivers of military vehicles must be taught and, where appropriate, must obey the military route signs given in STANAG No. 2012 (Route (Itineraire) Signing) and lighting system as recorded by STANAG No. 2024 (Military Road Traffic Lighting Regulations).
- b. As far as drivers of military vehicles are concerned, military road signs will take precedence over the civilian signs.

Priority Vehicles

21. All drivers of military vehicles will facilitate the movement of any vehicle which has priority on the road. Military priority vehicles are marked in accordance with the provisions of STANAG No. 2027 (Marking of Military Vehicles).

PART 4TRAFFIC CONTROL PERSONNEL AND THEIR RELATIONSHIP  
WITH MILITARY ROAD USERSDefinition of "Traffic Control Personnel"

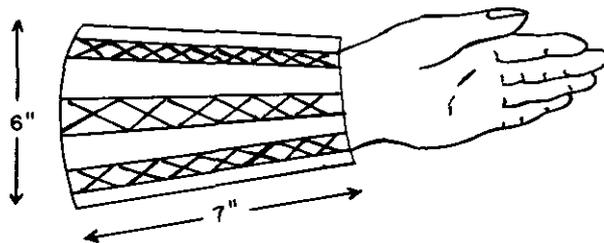
22. The term "Traffic control personnel" is used to denote any person acting under the orders of the authority responsible for traffic control and instructed by this authority to facilitate the movement of traffic and to prevent and/or report any breach of road traffic regulations.

Distinguishing Cuffs

23. All military traffic control personnel, when on duty, will wear and be distinguished by a white cuff, with longitudinal light-reflecting stripes, giving a white or yellow effect to be worn on each sleeve.

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- EXAMPLE -



24. As a guide, the cuff may be of approximately the following dimensions, the stripes being parallel with the arm :

- a. Width of widest part . . . . . 6 inches (15cm)
- b. Length . . . . . 7 inches (18cm)
- c. Width of stripes . . . . . 1 inch (2.5cm).

Duties and Powers of Traffic Control Personnel

25. Traffic control personnel, when on duty, shall be empowered to give to drivers of military vehicles :

- a. any order designed to ensure that the traffic regulations imposed by the Military Authorities responsible for the preparation of the Road Traffic Plan and/or the appropriate Highway Code are observed. These will include but are not restricted to
  - (1) direction of traffic
  - (2) speed limits
  - (3) authority or prohibition to move on certain roads
  - (4) lighting regulations
  - (5) application of priority of movements.
- b. any order designed to facilitate road movement or to prevent accidents. This will include, but is not restricted to the following :
  - (1) to stop, to slow, to park, to speed up, etc.,
  - (2) not to overtake
  - (3) not to enter a certain route
  - (4) governing movement at cross-roads
  - (5) concerning evacuation of broken down vehicles

Indication of Direction to be Followed

26. Drivers of single military vehicles or column commanders shall be responsible for finding their own way. The only exceptions to this rule are :

- a. important movement serials planned by movement staffs, for which traffic control personnel may be ordered to direct traffic on a given route;
- b. local diversions reconnoitered and identified by responsible traffic control personnel.

#### Information to Drivers, etc.

27. Traffic control personnel on duty may be authorized to give certain specific information to drivers of military vehicles, with the object of assisting them, in particular as regards their routes, the location of supply points, recovery posts, emergency posts, etc. Where traffic control personnel are asked for information which they are not authorized to give, or where they are not satisfied that the enquirer is competent to receive such information, they will refer the enquirer to the next superior officer or to the nearest Traffic Control Post.

#### Breaches of Regulations

28. Where a member of the traffic control personnel has reason to believe that a breach of regulations has taken place, he will report the matter on the standard Offence Report form described in paragraph 29 below to the offender's commanding officer through the normal military channels.

#### Offence Report

29. Traffic Control personnel will report any breach of regulations by means of a form of the type shown at Annex D to this STANAG. The layout of this form will be the same in all languages.

#### Traffic Control Signals

30. Road traffic may be controlled by one of the following means;
- a. hand signals, if necessary with signalling disc or luminous appliance (lamp), using the signals described and illustrated in Annex C to this STANAG; whistles may be used for the purpose of attracting attention to such signals.
  - b. traffic and road signs.
  - c. in addition, by verbal orders, where necessary.

#### Duties of Military Road users in regard to Military or Civil Traffic Control Personnel

31. All orders given by traffic control personnel to military road users are to be regarded as being orders given by the authority responsible for road movement in the area concerned.

32. All military road users, when called upon to do so by traffic control personnel, shall be prepared to show:

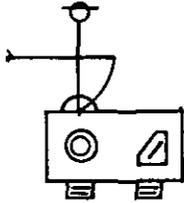
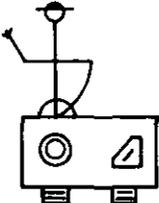
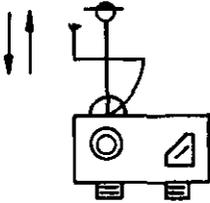
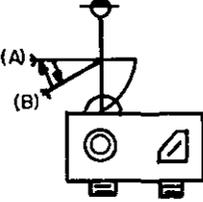
- a. their own identity documents;
- b. the documents concerning their vehicles and/or mission.

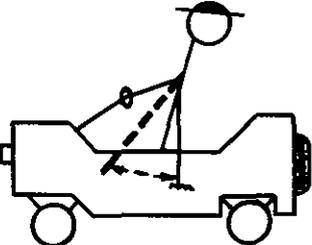
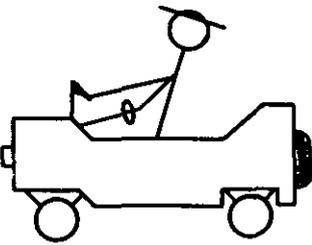
33. Similarly, traffic control personnel must themselves be prepared to show their identity documents, if requested.

ANNEX "A" TO STANAG NO. 2025

(Edition No. 2).

SIGNALS TO BE USED BY DRIVERS OF LEFT HAND DRIVE  
MILITARY VEHICLES

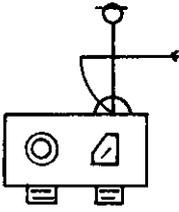
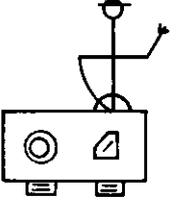
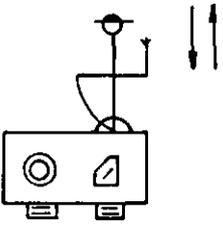
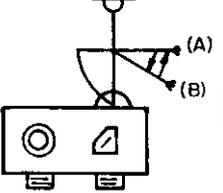
SERIAL	ILLUSTRATION OF SIGNAL	DESCRIPTION OF SIGNAL	MEANING OF SIGNAL
1	(REAR VIEW) 	A. USE OF LEFT DIRECTION INDICATOR  B. OR, LEFT ARM EXTENDED HORIZONTALLY	"I AM GOING TO TURN TO MY LEFT"
2	(REAR VIEW) 	A. USE OF RIGHT DIRECTION INDICATOR  B. OR FRONT SEAT PASSENGER EXTENDS RIGHT ARM HORIZONTALLY  C. LEFT ARM EXTENDED UPWARDS AT AN ANGLE OF 45°	"I AM GOING TO TURN TO MY RIGHT"
3	(REAR VIEW) 	A. LEFT ARM EXTENDED FOREARM RAISED VERTICALLY AND THEN MOVED SLOWLY DOWN AND UP SEVERAL TIMES  B. SAME SIGNAL WHEN VEHICLE IS MOVING	"I AM MOVING OFF"  "I AM ACCELERATING"
4	(REAR VIEW) 	A. LEFT ARM EXTENDED HORIZONTALLY AND THEN MOVED SLOWLY DOWN AND UP SEVERAL TIMES IN THE VERTICAL PLANE  B. THE ARM IS THEN STOPPED AT THE LOWEST POSITION	"I AM SLOWING DOWN....."  "..... AND STOPPING"

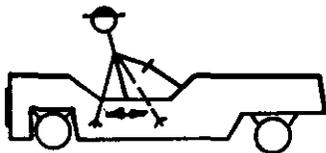
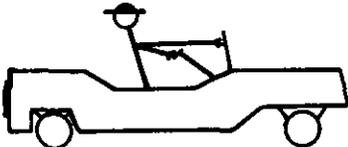
SERIAL	ILLUSTRATION OF SIGNAL	DESCRIPTION OF SIGNAL	MEANING OF SIGNAL
5	<p>(SIDE VIEW)</p> 	<p>LEFT ARM EXTENDED TO AN ANGLE OF 45° BELOW THE HORIZONTAL &amp; MOVED A FEW TIMES FROM REAR TO FRONT</p>	<p>"I AM READY TO BE OVERTAKEN"</p>
6	<p>(SIDE VIEW)</p> 	<p>THE PALM OF THE HAND IS PLACED ON, OR IN THE NORMAL POSITION OF THE WINDSCREEN</p>	<p>"I AM GOING STRAIGHT ON"</p> <p>(NORMALLY A SIGNAL GIVEN TO TRAFFIC CONTROL PERSONNEL)</p>

ANNEX "B" TO STANAG NO. 2025

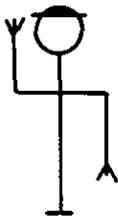
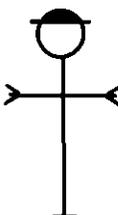
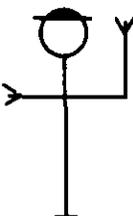
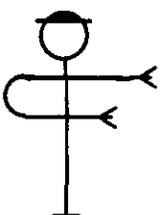
(Edition No. 2).

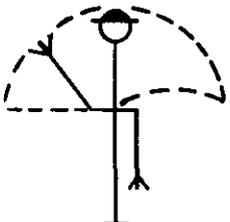
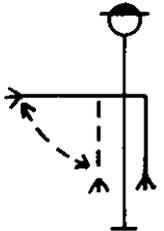
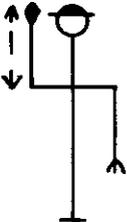
SIGNALS TO BE USED BY DRIVERS OF RIGHT HAND DRIVE  
MILITARY VEHICLES

SERIAL	ILLUSTRATION OF SIGNAL	DESCRIPTION OF SIGNAL	MEANING OF SIGNAL
1	(REAR VIEW) 	A. USE OF RIGHT DIRECTION INDICATOR  B. OR, RIGHT ARM EXTENDED HORIZONTALLY	"I AM GOING TO TURN TO MY RIGHT"
2	(REAR VIEW) 	A. USE OF LEFT DIRECTION INDICATOR  B. OR, FRONT SEAT PASSENGER EXTENDS LEFT ARM HORIZONTALLY  C. RIGHT HAND EXTENDED UPWARDS AT AN ANGLE OF 45°	"I AM GOING TO TURN TO MY LEFT"
3	(REAR VIEW) 	A. RIGHT ARM EXTENDED, FOREARM RAISED VERTICALLY AND THEN MOVED SLOWLY DOWN AND UP SEVERAL TIMES  B. SAME SIGNAL, WHEN VEHICLE IS MOVING	"I AM MOVING OFF"  "I AM ACCELERATING"
4	(REAR VIEW) 	A. RIGHT ARM EXTENDED HORIZONTALLY AND THEN MOVED SLOWLY UP AND DOWN SEVERAL TIMES IN THE VERTICAL PLANE  B. THE ARM IS THEN STOPPED AT THE LOWEST POSITION	"I AM SLOWING DOWN"  "..... AND STOPPING"

SERIAL	ILLUSTRATION OF SIGNAL	DESCRIPTION OF SIGNAL	MEANING OF SIGNAL
5	<p>(SIDE VIEW)</p> 	<p>A. IN CASE THERE IS A FRONT-SEAT PASSENGER THIS PASSENGER GIVES THE SIGNAL AS INDICATED IN TABLE 1 SERIAL 4</p> <p>B. IF NO FRONT-SEAT PASSENGER, THE DRIVER EXTENDS RIGHT ARM TO AN ANGLE OF 45° BELOW THE HORIZONTAL AND MOVES IT A FEW TIMES FROM REAR TO FRONT</p>	<p>" I AM READY TO BE OVERTAKEN"</p>
6	<p>(SIDE VIEW)</p> 	<p>THE PALM OF THE HAND IS PLACED ON, OR IN THE NORMAL POSITION OF THE WINDSCREEN</p>	<p>" I AM GOING STRAIGHT ON"</p> <p>( NORMALLY A SIGNAL GIVEN TO TRAFFIC CONTROL PERSONNEL )</p>

SIGNALS TO BE USED BY MILITARY TRAFFIC CONTROL PERSONNEL

SERIAL	ILLUSTRATION OF SIGNAL	DESCRIPTION OF SIGNAL	MEANING OF SIGNAL
1		<p>A. ARM RAISED VERTICALLY PALM OF THE HAND FORWARD, BODY FACING THE TRAFFIC TO BE STOPPED.</p> <p>B. SAME SIGNAL SUCCESSIVELY FACING VARIOUS DIRECTIONS.</p>	<p>A. "STOP" (TO ONCOMING TRAFFIC)</p> <p>B. "STOP" (TO TRAFFIC COMING FROM ALL DIRECTIONS FACED)</p>
2		<p>BOTH ARMS RAISED HORIZONTALLY, BODY FACING ONE OF THE LINES OF TRAFFIC TO BE STOPPED.</p>	<p>"STOP" (TO TRAFFIC APPROACHING IN FRONT &amp; BEHIND)</p>
3		<p>ONE ARM HORIZONTAL OTHER FOREARM HELD VERTICALLY, BODY FACING ONE OF THE LINES OF TRAFFIC TO BE STOPPED.</p>	<p><u>ALTERNATIVE SIGNAL</u> WITH THE SAME MEANING AS THAT AT SERIAL 2 ABOVE</p>
4		<p>THE LEFT ARM EXTENDED HORIZONTALLY, THE RIGHT ARM FOLDED ACROSS THE BODY TO THE LEFT.</p>	<p>"FORK" OR "TURN TO YOUR RIGHT" (TO TRAFFIC APPROACHING FROM THE DIRECTION FACED.)</p>
5	<p>THE SIGN GIVEN AT SERIAL 4 ABOVE MAY BE USED EQUALLY TO DIRECT TRAFFIC TO THE LEFT BY REVERSING THE RELATIVE POSITIONS OF THE ARMS.</p>		

SERIAL	ILLUSTRATION OF SIGNAL	DESCRIPTION OF SIGNAL	MEANING OF SIGNAL
6		<p>THE SIGNAL MAY, OR MAY NOT, BE STARTED FROM EITHER OF THE "STOP" POSITIONS AT SERIALS 1 OR 2 ABOVE. IN ANY CASE, THE HAND &amp; ARM ARE FIRST EXTENDED HORIZONTALLY WITH FINGERS POINTED TOWARDS THE STREAM FOR WHICH THE SIGNAL IS INTENDED. THE FOREARM THEN DESCRIBES AN ARC IN THE VERTICAL PLANE &amp; STOPS, FINGERS POINTING TOWARDS THE DIRECTION TO BE TAKEN BY THE VEHICLE(S).</p>	<p>"GO"</p> <p>SIGNAL TO START A STOPPED VEHICLE &amp; TO SIGNAL A MOVING VEHICLE TO CONTINUE (TO TRAFFIC APPROACHING FROM THE RIGHT. REVERSAL OF ARMS POSITION FOR TRAFFIC APPROACHING FROM THE LEFT).</p>
7		<p>THE ARM EXTENDED HORIZONTALLY &amp; THEN MOVED SLOWLY UP &amp; DOWN IN THE VERTICAL PLANE.</p>	<p>"SLOW DOWN"</p>
8		<p>THE FIST RAISED AND LOWERED QUICKLY, ABOVE THE RIGHT SHOULDER, IN THE VERTICAL PLANE.</p>	<p>"SPEED UP"</p>

ANNEX "D" to STANAG No. 2025

(Edition No. 2)

STANDARD LAYOUT FOR OFFENCE REPORT TO BE USED BY  
NATO TRAFFIC CONTROL PERSONNEL

PRESENTATION STANDARD DE LA FICHE D'INFRACTION A  
EMPLOYER PAR LES AGENTS DE CIRCULATION DE L' OTAN  
OFFENCE REPORT / FICHE D'INFRACTION

This form will be sent through the normal military channels to the driver's  
Commanding Officer.

Cette fiche sera transmise par la voie hiérarchique à l'autorité dont dépend  
le conducteur en faut.

1. Date, time, place of offence + / Date, heure et lieu de controle +  
.....

2. Driver's name + Nationality (if military) Rank, Service No.\*  
Nom du conducteur + Nationalité (pour les militaires) & Unit  
Grade, No Matricule\*  
et Unité.  
.....  
(if civilian) address of employer  
(pour les civils) adresse de  
l'employeur

3. Name of vehicle commander + Nationality (if military) Rank, Service No.\*  
Nom du Chef de la voiture + (pour les militaires) & Unit  
Grade, No Matricule\*  
et Unité  
.....  
(if civilian) address  
(pour les civils) adresse

4. Particulars of vehicle checked / Caracteristiques du vehiculé controlé.  
a. Make / Marque  
b. Type / Type  
c. Registration No / No Matricule  
d. (Address of unit or civil owner  
(Affectation du vehicule ou adresse du propriétaire  
.....

5. Offence observedInfraction constatée

(Constat détaillé)

(Detailed statement of evidence  
to be given)

( x )

6. Action taken

## Mesures prises

( x )

7. Name, rank, service No \$ Unit / Nom, grade, No Matricule et Unité  
of traffic control policeman + de l'agent de circulation +

signature:

Witnessed.

(Person rendering the report)

(de l'agent établissant la fiche) Témoigné par :

NOTE: + all names will be written in block letters.

Tous les noms propres seront écrits en capitales d'imprimerie.

x further details may be added on the reverse side

tous détails supplémentaires pourront être indiqués au dos.

\* French Officers have no Service No

Les Officiers français n'ont pas de No Matricule.

ANNEX "E" TO STANAG NO. 2025

(Edition No. 2)

ILLUMINATED DIRECTION INDICATORS

1. All motor vehicles of NATO Armed Forces will be equipped with illuminated direction indicators when they are not incompatible with the technical manufacturing and usage characteristics of the vehicles.

2. The position of the illuminated direction indicators on the vehicle and the brightness of these lights shall be such that the indications given shall be visible by day and by night, from the front and from the rear of the vehicle, to an observer on the longitudinal axis of the vehicle, or parallel to it.

3. Trailers, the dimensions of which prevent the observation of the indicator lights of the towing vehicle, shall be fitted at the rear with the same illuminated direction indicators as the towing vehicle.

4. The illuminated direction indicators must be one of the following types:
  - a. A moveable arm protruding beyond each side of the vehicle and illuminated by a steady orange light when the arm is in the horizontal position.
  - b. A constantly blinking or flashing orange light affixed to each side of the vehicle.
  - c. A constantly blinking or flashing light placed at each side of the front and rear of the vehicle. The colour of such lights shall be white or orange towards the front and red or orange towards the rear.

**APPENDIX V**  
**STANAG 2151, 16 OCTOBER 1963**  
**ROAD NETWORK—DEFINITIONS AND CHARACTERISTICS**

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NATO—UNCLASSIFIED

DETAILS OF AGREEMENT

ROAD NETWORK—DEFINITIONS AND CHARACTERISTICS

GENERAL

1. The NATO Armed Forces agree to adopt the following definitions in connection with the use of the road network and to evaluate the potential of this network in accordance with the characteristics indicated below.

DEFINITIONS

2. a. The basic military road network includes all routes designated in peacetime by the host nations to meet the anticipated military movements and transport requirements, both allied and national.

b. The basic network, should already, in peacetime, have sufficient capacity and be equipped with the necessary facilities.

NOTE (for information): There is a basic CENTRAL EUROPE military road network formed from national networks.

3. a. A military road manoeuvre network is the road system required by a commander for the conduct of a specific operation and for the required logistical support for that operation.

b. It is built up from the corresponding basic military road network the routes of which form the framework of the military manoeuvre nets, taking into consideration such additions or alternatives as may be required by circumstances and the needs of the Command. This network is defined and controlled (allotment of movement credits) by the military authorities, national or allied, according to the break-down of responsibilities in the theatre of operations (Communication Zone, Rear and Forward Combat Zone).

4. Axial routes ("pénétrantes" or "axiales"). This term denotes the routes running through the rear area and into the forward area. They are identified by odd numbers and shown on overlays by unbroken lines.

5. Lateral routes ("latérales" or "rocares"). This term denotes the routes, the general direction of which is roughly parallel to the frontline, which feed into or cross axial routes. They are identified by even numbers and shown on overlays by broken lines.

6. Traffic flow ("débit d'un itinéraire") is the total number of vehicles passing a given point in a given time. Traffic flow is expressed as vehicles per hour, (V.P.H.).

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7. Road capacity in vehicles or tons (“capacités routières en véhicules ou en tonnes”). The road traffic which may use a road, is variable. The maximum capacity either for the flow of vehicles or for the tonnages carried are important data for transportation planning. These maxima are defined below:

- a. The road capacity in vehicles (“capacité en véhiculés ou le débit maximum”) is the maximum number of vehicles that can pass over a particular road or route in the same direction within a given time. It is generally expressed in vehicles per hour (V.P.H.) (“Véhiculés par heure”). The road capacity cannot be greater than the maximum traffic flow at its most restricted point (“point critique”).
- b. The road capacity in tons (“capacité en tonnes”) is the maximum number of tons which can be moved over a particular road or route in the same direction within a given time. It is generally expressed in tons per hour and is the product of V.P.H. and the average payload of the vehicles using the route (e.g. 200 V.P.H. X 3 T. = 600 Tons per hour).
- c. Complementary remarks. Estimates of traffic flows and/or tonnage capacity should take into account the existing conditions. They may include:
  - (1) road characteristics (terrain, type of roadway, number of lanes available, road maintenance, rated tonnage capacity of the weakest bridge);
  - (2) military traffic regulations (density, speed limits, direction of traffic);
  - (3) types of vehicles employed;
  - (4) movement conditions (by day, by night, lighting and/or weather conditions).

8. A controlled route (“itinéraire réglementé”) denotes a route the use of which is subject to traffic or movement restrictions. (“Movement Credit” mentioned below is defined in STANAG 2154).

- a. A supervised route (“itinéraire surveillé”) is a roadway over which control is exercised by a traffic control authority by means of traffic control posts, traffic patrols or both. A “Movement Credit” is required for its use by a column of 10 or more vehicles or by any vehicle of exceptional size or weight.
- b. A despatch route (UK: “regulated route”; FR: “itinéraire gardé”) is a roadway over which full control, both as to priorities of use and the regulation of movement of traffic in time and space is exercised. A “Movement Credit” is required for its use by any independent vehicle or group of vehicles regardless of number or type.
- c. A reserved route (“itinéraire réservé ou spécialisé”) is a controlled route the use of which is:
  - (1) allocated exclusively to a particular authority or formation (“itinéraire réservé”) e.g. route reserved for the 10 Division, or

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(2) intended to meet a particular requirement (“itinéraire spécialisé”) e.g. route reserved for evacuation.

9. An open route (“itinéraire libre”) is a route for the use of which no “Movement Credit” is required.

10. A one way road (“itinéraire à sens unique”) is a road on which vehicles may move in one direction only at a particular time.

11. A signed route (“itinéraire fléché”) is a route of one of the above categories along which a unit has placed, on its own initiative, for its exclusive use, and under the conditions prescribed by the Command or the manoeuvre regulations, directional signs which include the identification symbol of the unit concerned.

12. Route where guides are provided (“itinéraire jalonné”). This term denotes a route included in one of the above categories on which a unit has placed, under its own initiative and for its exclusive use and under the conditions prescribed by the Command or the manoeuvre regulations, guides responsible for showing the vehicles of that unit the direction they are to follow: these guides direct the personnel and vehicles of their own formation but do not give any indication to personnel and vehicles of other units who must respect the common signing and regulations.

13. Prohibited route (“itinéraire interdit”) or prohibited section of route is a route or section of route over which traffic is prohibited, whatever its nature.

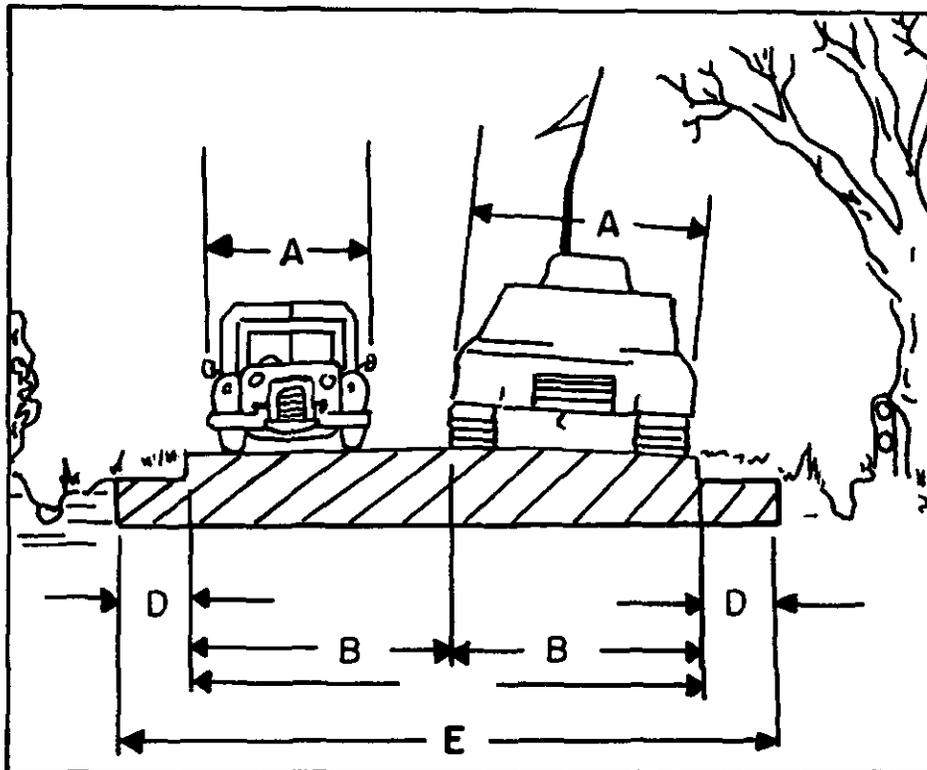
CHARACTERISTICS

14. The characteristics of a route are in particular:

- a. the width of the travelled way (UK: “carriage way”);
- b. the clearance of obstacles (e.g. tunnels, bridges, etc.);
- c. the class of loads which can be accepted in accordance with STANAG 2021 (Edition No. 2).

WIDTHS

15. a. The various widths of a road are illustrated in the drawing below:

LEGEND

- a. width of vehicle.
- b. " " lane.
- c. " " travelled way (UK: "carriage way").
- d. " " hard shoulder.
- e. " " grading.

- b. The number of lanes is determined by the width of the travelled way; i.e. the subdivision of the travelled way to allow the movement of a single line of vehicles. Taking into account the width of a normal vehicle and the space required on either side of that vehicle, the width of the lane required for the movement of one column is normally estimated at  $11\frac{1}{2}$  feet (3.50m) and 13 feet (4m), for a tracked combat vehicle. A single lane road can only be used in one direction at any one time.

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- c. The traffic flow is determined by the number of lanes.
- (1) A route or road is single flow ("simple courant") when it allows a column of vehicles to proceed and, in addition, isolated vehicles to overtake or to pass in the opposite direction, at predetermined points. It is desirable that the width of a single flow road be equal to at least 1½ lanes.
  - (2) A route or road is double flow ("double courant") when it allows two columns of vehicles to proceed simultaneously. It is essential that the width of a double flow road be equal at least to 2 lanes.
- d. In the light of the above definition, the traffic possibilities can be shown in the following table:

TRAFFIC FLOW POSSIBILITIES	ROAD WIDTHS FOR NORMAL VEHICLES ONLY	ROAD WIDTHS FOR TRACKED COMBAT VEHICLES
Isolated vehicles of appropriate width only and in one direction only.	At least 11½ ft., (3.50m)	At least 13 ft., (4m)
Generally one way only; no overtaking or passing in opposite direction.	Between 11½ ft., and 18 ft. (3.50m and 5.50m)	Between 13 ft., and 19½ ft., (4m and 6m)
Single flow	Between 18 ft., and 23 ft. (5.50m and 7m)	Between 19½ ft., and 26 ft., (6m and 8m)
Double flow	Over 23 feet (7m)	Over 26 ft., (8m)

HEIGHT

16. The height allowed for clearing overhead obstacles is that which separates the travelled way from a line drawn horizontally under the summit of the overhead obstacle. It is a definite limit prohibiting the use of a route to all vehicles which exceed that height, with or without a load.

CLASS

17. a. Route. The class of a route is fixed in relation to the heaviest gross weight vehicle the route will accept. In such a case the choice of the route is limited (see STANAG 2021 (Edition No. 2)).
- b. Network. The class of a network is fixed in relation to the minimum route classification in that network.

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18. To facilitate movement those routes included in a low class network but over which heavier equipment can be moved are re-grouped in broad categories:

Average traffic routes	:	Class 50
Heavy traffic routes	:	Class 80
Very heavy traffic routes	:	Class 120

19. Whenever possible, the basic military road network is composed of average routes (Class 50) and includes a certain number of heavy traffic routes and a few very heavy traffic routes.

**APPENDIX VI**  
**TRAFFIC CONTROL CHECKLIST**

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**1. Circulation**

- a.* Location of main supply routes.
- b.* Conformity of the traffic circulation plan with that of the next higher headquarters.
- c.* Use of secondary roads.
- d.* Military police responsibilities in road marking.
- e.* Priorities of traffic

**2. Restrictions**

- a.* Army light line, and controlled use of lights forward and in rear of that line.
- b.* Speed limits under various conditions and in the several areas of the army.

**3. Convoys**

- a.* Military police instructions for convoy control.
- b.* Military police information for convoy clearances.
- c.* Military police information on the responsibilities of convoy commanders.
- d.* Military police traffic control point locations, responsibility for manning, and duties at such points.
- e.* Minimum distances to be maintained between vehicles proceeding singly and in convoy.

**4. Halts**

- a.* Intervals at halts.
- b.* Road clearances on halts.
- c.* Responsibilities of drivers of vehicles for directing traffic, when required to halt wholly or partially upon the road.

**5. Passing**

- a.* Instructions to drivers for signaling on passing.
- b.* Designation of vehicles allowed to pass convoys or single vehicles, and under what conditions.
- c.* Special instructions for single vehicles, or vehicles in convoy, passing halted single vehicles and halted convoys.

**6. Other**

- a.* Load capacity classifications on vehicles and bridges.
- b.* Reporting of offenders.
- c.* Disciplinary action with regard to offenders.
- d.* Movement of disabled vehicles blocking road traffic.

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By Order of the Secretary of the Army:

**EARLE G. WHEELER,**  
*General, United States Army,*  
*Chief of Staff.*

**Official:**

**J. C. LAMBERT,**  
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