

**76<sup>TH</sup> TRANSPORTATION COMPANY APPENDIX B**

**The following personnel were listed as supporting Operation Steel Box:**

- 1. Guenther Becker, Storage Planning Branch**
- 2. CW2, Dean E. George, Acting, C/PPC Division**
- 3. Robert Rothenberg, Director, Quality Assurance**
- 4. Obie Johnson JR, Director, Safety**
- 5. LTC, James A. Pickens, Director, Ammunition Operations**
- 6. CPT, William O. McCormick, Director, Security**
- 7. COL, Thomas M. Torin, Ordnance Corps, Commander, 59<sup>th</sup> Ordnance Brigade**
- 8. CPT Rahn, Company Commander, 76<sup>th</sup> Transportation Company**
- 9. 1SG Roberts, First Sergeant, 76<sup>th</sup> Transportation Company**
- 10. CW2 Cantu, Maintenance Officer, 76<sup>th</sup> Transportation Company**
- 11. SFC Hons, Truckmaster, 76<sup>th</sup> Transportation Company**

**Attached is the draft operation plan.**

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Transportation

b. Throughout this SOP whenever a reference to the "convoy OC" or an unattributed "OC" appears, the reference is to the 3d Ord Bn HQ Operation Cell (OC) located in Bldg 4619, Husterhoen Kaserne unless otherwise specifically identified. If an actual chemical release (A/I) should occur, the 3d Ord Bn OC will function as the convoy Emergency Operations Center (EOC).

c. For purposes of this SOP the senior Technical Escort Unit officer on the convoy acts as a courier and will be referred to throughout this SOP as the mission commander (see paragraph 4d(1) above). This officer has overall command of the convoy.

d. A second Technical Escort Unit officer will be in charge of the emergency response team, act as an assistant courier, and will be referred to throughout this SOP as the TED (see paragraph 4d(2) above). This officer is second in the chain of command to the mission commander and may, at the discretion of the mission commander, sign DD Form 1911 assuming custodial responsibility of the cargo being transported.

(2) Provides an 8-person emergency response team, to include a Technical Escort Officer (TEO)/assistant courier, to perform an initial emergency response of limited decontamination and containerization of leaking munitions.

(c) Provides custodial agents (CAs) to ride in each of the 20 mission vehicles to assist the mission commander in maintaining custody of the TCM being shipped.

e. The Commander, 2d Battalion, 4th Infantry (56th FACOM) will provide one infantry company OPCON to the 3d Ord Bn to secure the TCM stored at the RSAM railhead.

f. The Commander, 60th Ordnance Group will execute convoy TCM download and provide decontamination support, EOD support, and administrative and logistic support to security and escort units at RSAM. EOD support of the convoy and Site 59 will also be provided if/as necessary. A sideloader and operator/driver for the convoy will be provided.

g. The Commander, 53d Transportation Battalion provides a convoy commander, responsible to the mission commander for movement of the TCM cargo/convoy, necessary vehicles/drivers/alternates, and maintenance support to transport the TCM cargo.

h. German polizei will accompany the convoy providing ground/air escort and security. Enroute traffic control is also their responsibility.

i. The Bundeswehr (BW) will provide two fire trucks, two decon vehicles, two recon vehicles, one ABC support vehicle, two equipment vehicles, two ambulances, one ABC commander vehicle, and one vehicle for the BW commander.

##### 5. COORDINATING INSTRUCTIONS.

a. For purposes of this SOP transportation (Phase III, OPLAN 4332) begins when a courier signs for the first shipment and ends when a courier is released from custody of the last shipment at RSAM.

4. RESPONSIBILITIES.

a. The Commander, 59th Ordnance Brigade, serving as the Theater task force commander, is responsible for the retrograde of the chemical munitions from their storage site to the port.

b. The Commander, Headquarters Support Battalion will provide aviation and communications support, as required.

c. The Commander, 3d Ordnance Battalion.

(1) Secures the TCM stocks at Site 59, supervises low and gross level agent monitoring, maintains prepositioned response equipment, and provides medical and chemical escort personnel.

(2) Is responsible for ground movement of toxic chemical munitions (TCM) from Site 59 to Reserve Storage Activity, Miesau (RSAM) and provides the external and internal coordination necessary to perform TCM truck convoy movements from Site 59 to RSAM through his Materiel Office movements section.

(3) Is responsible for the railhead storage site at RSAM, providing the site custodian and entry control.

(4) Provides through its 330th Ord Co, and other Muenchweiler units if/as necessary:

(a) Bus transportation to and from Site 59 and Muenchweiler during Phases II and III for U.S. and Bw personnel.

(b) Controllers for prepositioning convoy vehicles at Site 67 in the morning and afternoon.

(c) A convoy backup emergency response team with equipment (see paragraph K., Operation 1).

d. The Commander, U.S. Army Technical Escort Unit (TEU).

(1) Provides a courier, a Technical Escort qualified officer, who acts as the mission commander having overall command/responsibility/authority for transportation while the cargo is in his custody. The courier assumes temporary custody of the TCM just prior to the convoy's departure.

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that traffic controller will integrate the U.S. & Bw spt vehicles as programmed. Constant contact will be maintained between the convoy cdr & controllers as each vehicle is integrated into the convoy. If contact is lost, it may be necessary to set up a relay.

17. Full time:  
As vehicle integration is completed, the convoy movement will proceed IAW Operation 2.

K. SPECIAL REQUIREMENTS:

1. All convoy mission and support vehicles will be refueled, inspected, uploaded, and prepositioned IAW Phase II SOP prior to the start of Phase III. In addition to the two wreckers in the convoy, one wrecker will also be inside Site 59 for use during prepositioning of the mission vehicles if needed.

2. All duties assigned to the msn cdr/TEO (except custody) or convoy cdr in this SOP may be delegated, as appropriate, to assigned personnel/subordinates. The mission commander will designate an individual(s) to check all U.S. vehicles/personnel for appropriate equipment.

3. The convoy route will be determined daily by the polizei. This information will be given directly to the convoy cdr and msn cdr 30 minutes prior to the convoy's departure.

4. Traffic controllers will be equipped with radios and stationed at three integration points (see Appendix D). Upon notification from the convoy commander of the convoy to begin, they will control vehicle integration at their respective points. All vehicles will be numbered on their front bumper for easy identification/integration. Additionally, vehicles will be numbered on top (by the Bw) for easy aerial surveillance / recognition. Control points B and C will be jointly manned with FRG liaison personnel.

- 12c. (O) The above checks of personnel, vehicles, & personal equipment will be verified to the msn cdr for the escort staging areas namely: U.S./Bundeswehr & Polizei as well as the mission vehicle area.
- 12d. (O) The msn cdr & convoy cdr may delegate the above stated tasks which may be done concurrent with verification & custodial turnover of mission vehicles. (See K2. below)
- 13. Full time minus 1/2 hour: The convoy cdr will receive notification from the polizei of the route being used that day (App E 1, 2, or 3) & notify all convoy personnel.
- 14. The convoy cdr will request verification from the Bw cdr & the polizei that they are ready for convoy departure.
- 15. Upon verification of the above stated checks from assigned personnel, the msn cdr will request start clearance from the polizei & then request release for movement from the OC.
- 15a. (O) The FRG interpreter will notify polizei & Bw that the convoy will begin & to follow the direction/signals of the traffic controllers.
- 16. Full time minus 10 min: Convoy cdr will establish commo with the traffic controllers & OC noting that the convoy is ready to proceed. He will order drivers to proceed as signaled by the traffic controllers.
- 16a. (O) The traffic controller (Point A) will start the convoy mission vehicles from Site 59. As these vehicles reach Point B, that controller will integrate polizei vehicles as appropriate. As the vehicles reach Point C,

12. When the msn cdr/TEO & convoy cdr return to their vehicle they will verify all pre-convoy checks and receive route instructions from the polizei commander.

12a. (O) (S) The convoy cdr will ensure that: (See para K.2. & checklist at App I).

- (1) All commo checks have been done IAW Commo SOP CE-13 & that all equipment is functioning properly.
- (2) All vehicles are completely refueled, operationally sound, & with engines running awaiting departure.
- (3) Convoy vehicles are properly staged/aligned for movement.
- (4) All U.S. personnel have protective mask/hood and Mark 1 kit readily available. (MOFF O)
- (5) Personnel do not have any food, drink, tobacco products, or any other unauthorized items for consumption during the convoy. Water in canteens & TEU cooler is permitted.

12b. (O) (S) Msn cdr will ensure:

- (1) That all CAs & escort personnel are present & equipped IAW their SOP.
- (2) That the rules governing the use of deadly force are positively understood.
- (3) That all CAs have appropriate weapons & ammo.
- (4) That all support personnel are present & equipped IAW their SOP.
- (5) That all information in the mission briefing is clearly understood.

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10. The msn cdr/TEO, convoy cdr, accountable officer, and GASAS will proceed to each load bearing vehicle to perform required tasks.
- 9d. (O) CAs will be positioned on their trailers in front of the MILVANS. Drivers will be dismounted in front of their tractors. Both will await the msn cdr's/TEO's verification of the load/documents.
- 10a. (O) The msn cdr/TEO and accountable officer will verify the contents of the document packet as stated in 7a. above.
- 10b. (O) The msn cdr/TEO and convoy cdr will jointly inspect the loads to ensure they are properly secured IAW Appendix C.
- 10c. (OA) GASAS will spot check documents for completeness & accuracy & vehicles for proper load procedures. He & the driver will sign documents in the driver's packet as appropriate.
- 10d. (O) The msn cdr/TEO will then sign DD Form 1911 assuming custody of the cargo. The accountable officer will retain the top copy, the msn cdr/TEO the remaining copies.
11. Upon completion of verification/inspection of all 20 mission vehicles, the msn cdr/TEO, convoy cdr, CAs & drivers will proceed to & mount their assigned vehicles.
- 11a. (O) The msn cdr and convoy cdr will outprocess via Gate 51A.
- 11b. (O) Drivers will replace documents inside of the vehicle's logbook. (See 9b. above)



- (2) Copy #6, DD Form 1348-1.
- (3) Two copies of each MILVAN planograph.
- (4) MILVAN historical monitoring record.

7b. (O) Convoy cdr will be told how many empty MVs to bring back on the return trip based on the prior day's outload.

7c. (O) They will be met & accompanied by two Site 59 GASAS and the accountable officer.

8. Upon document pickup, the msn cdr/TEO, convoy cdr, GASAS, & accountable officer will proceed to each load bearing vehicle as a group to sign/verify the loads & documents.

9. Mission vehicle drivers will perform preoperational checks, obtain document packets from the cab of their vehicle, & await the msn cdr/TEO, GASAS, etc. to sign documents as appropriate.

9a. (O) Drivers will inspect load tie-down IAW Appendix D.

9b. (O) Driver's packets will be located with their logbooks and contain:

- (1) DD Form 626.
- (2) DD Form 836.
- (3) Supplementary motor vehicle form.
- (4) DD Form 55-1.
- (5) DD Form 1384.
- (6) DA Form 2404.

9c. (O) Any mechanical/maintenance problems will be reported immediately to the convoy commander who in turn will notify the maintenance contact team. The team will respond IAW Phase II SOP, Annex M.

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- 5b. (O) The police will prestage at MW & escort busses to Clausen.
- 5c. (O) When the bus reaches Site 59, the MF escort on the bus will vouch personnel through the "300m security zone" fence (Gate 1).
- 5d. (O) The Site 59 bus will then proceed to the area in front of Gate 51 (Eagle's Nest) to drop off U.S. personnel who will proceed through Gate 51A. The MF escort will inform the Gate 51 guard that bus personnel have had their access verified & will vouch for them to allow for immediate entry (see App B for vehicle assignments).
- 5e. (O) The Site 67 busses will proceed to the main gate at Site 67 to drop off U.S. & Bw personnel.
- 5f. (O) Processing through the security zone fence & Gate 51A will be IAW App 1A to Annex B to the Site 59 SSDP.
- 6. Mission vehicle drivers, CAs, msn cdr/TEO, & convoy cdr will process through Gate 51A.
- 7. Convoy cdr, & msn cdr/TEO will report to Bldg 7643 to pick up appropriate documents &/or instructions. Mission vehicle drivers & CAs will proceed directly to their assigned vehicles.
- 7a. (O) All documents will be ready for pick up as prepared by applicable personnel IAW Phase II SOP. The msn cdr's packet will include:
  - (1) Two copies of DD Form 1911 for each vehicle.

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3. Pull time minus 2 1/2 hours: U.S. convoy personnel report for mission briefings.

3a. (O) Given by the msn cdr to U.S. personnel in the MW theater (Bldg 4319) as scheduled by the Cdr, 330th Ord Co.

3b. (O) All personnel will sign a personnel accountability form as they enter the theater (see Appendix K).

4. Pull time minus 2 hours, 25 minutes: German personnel report for mission briefing.

4a. (O) Given by German liaison officer to FRG personnel in the German dining facility. NOTE: Briefing given to German personnel will cover the same information as the briefing given to U.S. personnel. Included are all Bw personnel & polizei leaders.

5. Pull time minus 2 hours: Convoy personnel are transported to Sites 59 and 67.

5a. (O) All personnel will report to the parking lot next to the PX in MW to be transported on a bus. Three busses will be provided: one to Site 59 (msn cdr & his driver, convoy commander, CAs, msn veh drivers, polizei liaison); the second to Site 67 (U.S. spt personnel); the third to Site 67 (Bw personnel). An MP from the 110th will check ID card/badge against the access roster & cross check the personnel accountability roster. Additionally he will check for the presence of an M17A2 mask & autoinjectors before allowing entry onto the busses. No flame producing devices or food/drink are allowed (see also 12a(5) below).

-PRE-CONVOY PROCEDURES-

- A. STANDING OPERATING PROCEDURE FOR: Transportation of Toxic Chemical Munitions from Site 59 to Reserve Storage Activity, Miesau
- B. OPERATION No. 1
- C. LOCATION MW/Site 59
- D. SOP No. RC-3, 09MAY90
- E. REV. No. N/A
- F. CHANGE No. N/A

G. OPERATION: PRE-CONVOY PROCEDURES

H. VEHICLE REQUIREMENTS: MISSION 20 SUPPORT 59 (44FRG, 15US)

I. PERSONNEL REQUIREMENTS: U.S. 76 FRG 336 (62 Bw, 274 Pol)

J.	Step No.	Description	Specific Instructions (Safety, Operational, Quality Checks)
1.	Full time minus 3 - 4 1/2 hours: personnel report for breakfast.	<ul style="list-style-type: none"> <li>1a. (O) Breakfast will be served at the Muenchweiler (MW) dining facility as scheduled by the Cdr, 330th Ord Co.</li> <li>1b. (O) For personnel not on location, report to MW in their POV. See paragraph K.6. below.</li> <li>1c. (O) The assigned parking area is the lot that is on the left side of the road, one block inside the main gate at MW.</li> </ul>	
2.	Full time minus 3 1/2 hours: mechanics/shuttle drivers report to Site 59.	2a. (O) (QA) Prior to the arrival of convoy personnel, mission vehicles are subjected to their final 626 inspection by surveillance, modified PMCS by mechanics, and prepositioning on the magazine access road by shuttle drivers IAW the Phase II SOP.	

6d. (O) Intelligence Incidents/  
Overt Attacks - see Oper #6.

7. When convoy reaches Gate 4,  
RSAM, proceed to Oper #7.

K. SPECIAL REQUIREMENTS:

1. Close liaison between the msn cdr, convoy commander, and German polizei must be maintained to ensure that the convoy is not delayed unnecessarily. If the convoy is split for any reason, custodial agents will contact the convoy commander immediately. No one will exceed 65 KPH in order to catch up to the convoy. Catch up procedures/speed will be as per the convoy commander's instructions.

2. Maintain listening radio silence unless you have something which must be communicated to control or protect the convoy. This will be particularly important during an emergency response.

3. In addition to radio communications, a flag system will be used. This is to avoid confusion in case radio contact has broken down for any reason. Upon the display of any given flag, all other vehicles will also signal with their flag. Note that flag does not necessarily indicate stopping. It is merely an additional warning sign of a situation being encountered. The flags will be displayed by the passenger of each vehicle.

(a) Red = Potential chemical A/I (Do not mask unless radio contact has been broken or you have been instructed to do so).

(b) Green = ambush.

(c) Blue = mechanical failure.

(d) Yellow = demonstration.

(e) White = continue - no problems.

3. Agent monitoring will not be accomplished enroute unless warranted and as directed by the mission commander.

4. The accompanying Technical Escort Team will have the capability to monitor, decontaminate, mark, and/or recontainerize leaking/suspect munitions.

5. The medical support team will have the capability to provide immediate first aid for chemical and non-chemical injuries.

Any driver having difficulty maintaining the set speed due to poor visibility, etc. will immediately notify the convoy commander.

Convoy cdr will report to the OC when the first and last vehicles pass designated checkpoints.

- 1d. (S) Any driver experiencing any degree of drowsiness, etc. must notify the convoy cdr immediately.
- 2a. (O) See App E for check points.
- 2b. (O) Upon hearing the report of the last convoy checkpoint before arrival at RSAM Gate 6 the RSAM OC/EOC will ensure that its personnel are ready for convoy arrival.

Convoy Cdr will proceed directly to Gate 6, RSAM without stopping unless unexpected events arise.

Anyone experiencing/observing an unusual event will immediately contact the convoy cdr.

Convoy cdr will notify the msn cdr, polizei, & other drivers of a need to slow or stop the convoy.

- 5a. (O) The msn cdr will decide if slowing or stopping is indicated.
- 6a. (O) Mechanical/vehicle failure - see Oper #3.
- 6b. (O) Demonstrations - see Oper #4.
- 6c. (O) Potential chemical accidents/incidents (A/I) - see Oper #5.

All halt procedures will be conducted IAW the appropriate operation.

-ROAD MOVEMENT-

- A. STANDING OPERATING PROCEDURE FOR: Transportation of Toxic Chemical Munitions from Site 59 to Reserve Storage Activity, Miesau
- B. OPERATION No. 2
- C. LOCATION Enroute
- D. SOP No. RC-3, 09MAY90
- E. REV No. N/A
- F. CHANGE No. N/A
- G. OPERATION: ROAD MOVEMENT
- H. VEHICLE REQUIREMENTS: MISSION 20 SUPPORT 59 (44FRG, 15US)
- I. PERSONNEL REQUIREMENTS: U.S. 76 FRG 336 (62 Bw, 274 Pol)

J. Step No.	Description	Specific Instructions (Safety, Operational, Quality Checks)
1.	Convoy cdr will direct convoy along planned route.	1a. (O) See appropriate route (1, 2, or 3) map at Appendix E. 1b. (O) (S) Distance between vehicles will be: (1) 100m - Autobahns (2) 50m - Secondary roads 1c. (S) Convoy speed will be: (1) 50 KPH - Autobahns (except A62 gravel pack) (2) 30 KPH - Secondary roads (and A62 gravel pack)  These speeds will be maintained to the best possible extent as per the convoy cdr with "catch up" speeds not exceeding 65 KPH. Speeds will be adjusted to prevailing weather conditions.

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2. The concept of operations is such that the convoy will not stop longer than necessary for repair/replacement of key vehicle(s). All key vehicles will have a like type backup at RSAM and/or MW. This allows a replacement to be called forward from either location if repairs cannot be made within a reasonable time frame. The U.S. maintenance contact team will also be called forward to repair or return the deadlined U.S. vehicle to MW. FRG personnel will be responsible for maintenance of their own vehicles.

3. The maintenance contact team at Muenchweiler will consist of four additional mechanics, a CUCV, and an additional tractor trailer.

4. All procedures stated in this operation will be strictly followed with these exceptions:

(a) Any person may stop any act/procedure that presents an immediate safety hazard to personnel or equipment.

(b) In unforeseen circumstances the msn cdr will clear changes in procedure through the convoy OC/ECC (Cdr, 3d Ord Bn) before implementing them.



9. Vehicles will display a white flag & continue IAW Operation 2 - Road Movement.

9. Msn cdr will contact convoy DC with a brief account of the vehicle problem, convoy location, & request that the contact maint team be sent to perform repairs. (See situation checklist at Appendix I)

9a. (O) Msn cdr will note that the convoy is to continue & leave the disabled vehicle behind.

9b. (O) FRG vehicles will be serviced by a FRG response team vs. a U.S. contact team as deemed necessary.

9c. (O) Vehicle(s) may be repositioned in the convoy due to the loss of a nonessential vehicle as necessary at the discretion of the msn cdr in coordination with the polizei.

9d. (O) Personnel may be relocated into other convoy vehicles as necessary.

10. Msn cdr will direct the convoy cdr that the convoy is to continue, passing the disabled vehicle.

11. Vehicles will display a white flag & continue IAW Operation 2 - Road Movement.

K. SPECIAL REQUIREMENTS:

1. The procedures above are based on the concept that the convoy will not continue without "critical" vehicles but will continue for vehicles considered "nonessential" or with backups still remaining in the convoy.

5. Msn cdr will immediately contact the convoy DC with a brief account of the problem, convoy's current location, and action being taken. (See situation checklist at Appendix I)

5a. (O) Convoy will wait until vehicle repair is completed or a replacement vehicle arrives before continuing.

5b. (O) If decision has been made to repair the vehicle, maint personnel will begin work as necessary IAW 76th Trans Co SOP #90-01.

5c. (O) If decision has been made to call forward a replacement vehicle, the convoy maint personnel may setup/begin work on the vehicle until replacement vehicle & maint contact team arrive.

6. When repairs are completed or replacement vehicle arrives, msn cdr will notify the convoy cdr that he is ready to continue.

6a. (O) All polizei & support personnel will be notified to return to their vehicles & prepare to continue.

6b. (O) If replacement vehicle has been sent, it will take its place & the remainder of the convoy will maneuver around the disabled vehicle.

6c. (O) If transload of a MV is req'd, transload will be done IAW SOP RHN-0000-L-111 & operating instructions for KLAUS mobile crane, type KM32.

6d. (O) Contact maint team will recover the disabled vehicle & the convoy maint team will continue with the convoy.

7. Msn cdr will stay in contact with the DC with status of the current situation.

- (6) #33,67 - Bw ambulances
- (7) #41,74 - Pol loudspkr veh

2c. (0) For these nonessential vehicles, the convoy will continue (Steps 9 thru 11).

- (1) #2,3,10,12,14,16,18,20,22,24,26,28,43,45,47,49,51,53,55,57,59,61,76,77,78,79 - Polizei vehicles

- (2) #7 - TACSAT
- (3) #34 - Bobtail
- (4) #35,69 - Wreckers
- (5) #36 - Dep convoy cdr
- (6) #66 - ABC equip vehicle
- (7) #68 - Tractor trailer
- (8) #70 - Sideloader
- (9) #71 - NCOIC vehicle
- (10) #72 - Maint vehicle

3. Msn cdr will ascertain the approx. time needed to repair the vehicle(s).

3a. (0) Msn cdr's decision will be based on input from maintenance personnel, convoy cdr, etc.

4. Msn cdr will determine the amount of time req'd to replace the vehicle based on the distance of the convoy to MW or RSAM as applicable.

4a. (0) Once time estimates have been made, whichever procedure is most efficient, timewise, will be used.

their vehicles in order to maintain surveillance of the MILVANS & each other.

The msn cdr will assess the problem that caused the halt and follow only the applicable steps as prescribed in 2a, b, or c.

2a. (0) For these critical vehicles the convoy will stop. Follow steps 3 thru 8:

- (1) #4 - Polizei commander
- (2) #5 - Mission commander
- (3) #6 - Bundeswehr commander
- (4) #8 - ABC commander
- (5) #9,11,13,15,17,19,21,23,25,27,42,44,46,48,50,52,54,56,58,60 - msn vehs
- (6) #37,73 - Tech Escort
- (7) #38,39 - M12 w/equip/per
- (8) #40 - U.S. ambulance

2b. (0) For these vehicles with redundancy built in, the convoy will continue if the 1st vehicle becomes disabled (Steps 9 thru 11). If the second vehicle becomes disabled, the convoy will stop (Steps 3 thru 8).

- (1) #1,75 - Pol equip vehs
- (2) #29,62 - Bw recon vehs
- (3) #30,63 - Bw spt vehicles
- (4) #31,64 - Bw decon vehs
- (5) #32,65 - FRG fire trucks

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-MECHANICAL/VEHICLE FAILURE-

- A. STANDING OPERATING PROCEDURES FOR: Transportation of Toxic Chemical Munitions from Site 59 to Reserve Storage Activity, Miesau
- B. OPERATION No. 3
- C. LOCATION Encoite
- D. SOP No. RC-3, 09MAY90
- E. REV No. N/A
- F. CHANGE No. N/A
- G. OPERATION: HALTS: MECHANICAL/VEHICLE FAILURE
- H. VEHICLE REQUIREMENTS: MISSION 20 SUPPORT 59 (44FRG, 15US)
- I. PERSONNEL REQUIREMENTS: U.S. 76 FRG 336 (62 Bw, 274 Pol)

J. Step No.	Description	Specific Instructions (Safety, Operational, Quality Checks)
1.	Any driver experiencing mechanical/maintenance problems will immediately contact the convoy cdr, who in turn will notify the msn cdr & polizei if there is a need to stop the convoy. Additionally, the vehicle will display a blue flag.	<p>1a.(0) If the msn cdr decides to order a halt, the polizei will immediately establish a 360 degree security perimeter around the load vehicles as determined by the msn cdr in coordination with the polizei. All vehicles (U.S. &amp; FRG) will display a blue flag to indicate a vehicle failure.</p> <p>1b.(0) Disabled vehicle(s) only will turn on their flashers &amp; open the driver's door. The polizei in front &amp; back of the disabled vehicle will dismount to direct traffic as necessary. All support personnel will remain in their vehicles unless otherwise instructed by the msn cdr. Msn vehicle drivers &amp; CAs will dismount &amp; take positions at the right &amp; left front of</p>



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- 3c. (O) No one will meet with the demonstrators or leave their vehicle unless the convoy comes to a complete stop. At that time msn vehicle drivers & CAs only will dismount & take a position at the right & left front corners of their msn vehicles.
- 3d. (O) U.S. personnel are not authorized to address the demonstrators to communicate with them in any form or fashion.
- 3e. (O) No one is authorized the open display of weapons or force of any kind unless it becomes necessary under the strict guidelines outlined in paragraph K. below.
- 3f. (O) PPD is available for guidance if/as necessary.

4. Vehicles will display a white or yellow flag (as appropriate) & continue IAW Operation 2 - Road Movement.

**K. SPECIAL REQUIREMENTS:**

- 1. Use of force.
  - a. General. The fundamental principle is that only the minimum force necessary to accomplish the assigned task will be used. Deadly force will be used only as a last resort, and only under the conditions set out below.
  - b. Degrees of force. The degrees of force are: verbal persuasion; unarmed defensive techniques; MF club; working dog (before releasing, give an order to halt); warning shots; and deadly force. It is not necessary to actually try each lesser degree of force before moving on to the next one. The process of selecting the proper degree of force can be a mental process done in seconds. Chemical dispersants, like tear gas, though a lesser means of force, will not be used.

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-DEMONSTRATIONS-

- A. STANDING OPERATING PROCEDURE FOR: B. OPERATION No. \_4\_  
 C. LOCATION Enroute  
 D. SOP No. RC-3, 09MAY90  
 E. REV. No. N/A  
 F. CHANGE No. N/A
- Transportation of Toxic  
 Chemical Munitions from  
 Site 59 to Reserve Storage  
 Activity, Miesau
- G. OPERATION: HALIS: DEMONSTRATIONS
- H. VEHICLE REQUIREMENTS: MISSION 20 SUPPORT 59 (44FRG, 15US)
- I. PERSONNEL REQUIREMENTS: U.S. 76 FRG 336 (62 Bw, 274 Pol)

J. Step No.	Description	Specific Instructions (Safety, Operational, Quality Checks)
1.	Vehicles will display a yellow flag & immediately notify the msn cdr.	
2.	Msn cdr will immediately notify the OC giving the location & estimated size of the demonstration.	2a. (O) See situation checklist in Appendix I.
3.	Msn cdr will stay in close contact with the OC keeping them informed until the convoy has moved through the demonstration.	3a. (O) Polizei will escort the convoy through the demonstration. They will be responsible for control of the demonstration/demonstrators. In case of a large scale demonstration, the polizei will call for their own backup personnel to handle the situation.  3b. (S) (O) The convoy will keep moving so as to clear the area as rapidly as possible, reducing the risk to the convoy to a minimum.



9. Additional decontamination response will be conducted by the 98th Chem Det as requested by the msn cdr IAW 98th Chem Det SOP #98-2 & TEU SOP 50-1-3.
10. Upon completion of clean-up efforts, the msn cdr will notify the EOC, collapse the exclusion area, & give the order to resume the convoy.
- 10a. (O) Appropriate area monitoring will be conducted by FRG personnel in direct coordination with the msn cdr.
11. Vehicles will display a white flag & continue IAW Operation 2 - Road Movement.

K. SPECIAL REQUIREMENTS:

1. The occurrence of an actual chemical A/I while enroute is highly unlikely. Some realistic possibilities that exist are major vehicular accidents or a terrorist attack. It must be clearly understood that A/I procedures will only be initiated at the discretion of the msn cdr and based on his decision that an A/I exists. He will maintain contact with the EOC and will follow procedures as outlined in TEU SOP #50-1-3. It is important for all personnel to understand that the A/I may last for an extended period of time and that the mission commander is in command acting as the CAICD unless/until relieved by competent authority (Cdr, 3d Ord Bn; Cdr, 59th Ord Bde or his designee). Depending on the situation, certain parts of the convoy may be ordered to continue on to RSAM or return to Site 59 based on the discretion of the CAICD.

2. It is of the utmost importance for U.S. and FRG authorities to establish quick/close contact at the beginning of, and throughout, all A/I procedures. Additional police should arrive quickly to assist in traffic control/evacuation.

3. Contact teams will be available at Site 59 and Muenchweiler for additional support in case of an A/I (see Appendix F). The convoy EOC is responsible for notifying teams to disperse to the accident area as needed upon request of the mission commander. All additional support sent to the A/I location will follow the approved route to the control point and report directly to the msn cdr or on-scene commander for instructions.

(11)

4. Msn cdr will order initial entry party to respond to monitor for contamination IAW TEU SOP #50-1-3.
  - 4a. (O) Msn cdr will request help from Bw ABC personnel if/as necessary.
  - 4b. (O) If actual chemical release (A/I) has occurred, continue with steps 5 thru 11 of this operation.
  - 4c. (O) If chemical release (A/I) has not occurred, proceed to Oper. 3 & treat as a halt.
  - 5a. (O) At this point the 3d Ord Bn OC becomes an EOC for the duration of the chemical A/I.
5. The msn cdr will notify the convoy EOC of the A/I giving known details as per the "Chemical Event Checklist" in App I. Upon calculation of the downwind hazard at the EOC, the msn cdr will be notified and will, in turn, adjust the exclusion area & hazard zone as appropriate.
6. The EOC will be notified by the msn cdr of any request for additional support.
7. Emergency response to the A/I will be IAW the Tech Escort response team's SOP #50-1-3.
  - 7a. (O) Custodial agents will maintain custody, police security. CAs will not collapse their exclusion area until directed by the msn cdr.
  - 7b. (O) Response will be enhanced /coordinated with FRG personnel/vehicles/equipment upon request of the msn cdr.
8. Medical response will be IAW 763d Med Det SOP # 763-1.

- 3. The msn cdr will establish an initial exclusion area, using the CAs, around the A/I & coordinate with the polizei to establish a hazard zone. He will order smoke grenade(s) to be set off to determine wind direction. The exclusion area will take into consideration the wind direction & terrain.
- 2c. (O) Polizei vehicles directly in front of & behind the accident MILVAN have been instructed to mask immediately. Remaining polizei & Bw personnel will wait for orders to do so.
- 3a. (O) (S) Assigned personnel (initial entry party) will use smoke grenade(s) as designated by the msn cdr/TEO. Be sure that grenades are not set off near, or thrown in the direction of, a mission vehicle. Grenades will be stored & used by TEU response personnel only.
- 3b. (S) Due to the extreme toxic nature of the cargo, it is critically important that all personnel stay clear of the downwind hazard area & that security personnel keep all unauthorized personnel out of the area.
- 3c. (O) (S) All vehicles will evacuate to a safe upwind area designated by the msn cdr.
- 3d. (O) FRG authorities/polizei will be responsible for notifying/evacuating local FRG civilians. Bilingual warning signs will be posted by the polizei to warn civilian personnel out of the hazard zone.

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POTENTIAL CHEMICAL ACCIDENTS/INCIDENTS-

- A. STANDING OPERATING PROCEDURE FOR: B. OPERATION No. 5  
 C. LOCATION Enroute  
 D. SOP No. RC-3, 09MAY90  
 E. REV. No. N/A  
 F. CHANGE No. N/A
- Transportation of Toxic Chemical Munitions from Site 52 to Reserve Storage Activity, Missau
- G. OPERATION: HALIS: POTENTIAL CHEMICAL ACCIDENTS/INCIDENTS  
 H. VEHICLE REQUIREMENTS: MISSION 20 SUPPORT 52 (44FRG, 15US)  
 I. PERSONNEL REQUIREMENTS: U.S. 76 FRG 336 (62 Bw, 274 Pol)

J. Step No.	Description	Specific Instructions (Safety, Operational, Quality Checks)
1.	Upon the occurrence of any situation with the potential for a chemical release (A/I), immediately contact the msn cdr & display a red flag.	1a. (O) A red flag indicates a potential chemical release. Personnel should not mask at this point unless they have lost radio communications.
2.	The msn cdr will immediately inform all personnel of the situation & instruct the convoy cdr to order the convoy to stop.	2a. (O) A bilingual interpreter will relay information to FRG authorities in order for appropriate communications/actions to take place within their ranks. Polizei will establish a 360 degree security perimeter around mission vehicles. 2b. (O) Depending on the severity of damage to a MILVAN, the msn cdr will inform personnel if it is necessary to mask. It is important that personnel do not mask until ordered to do so unless explosion or radical damage to the container has occurred. Orders to mask will be given in terms of vehicle numbers.

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Operation 5

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4. All procedures in this operation and in referenced SOPs are directive in nature and must be followed. Altering of procedures due to any unforeseen occurrences, unless of immediate safety concern, is done only through the OC/EOC (Cdr, 3d Ord Bn).

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INTELLIGENCE INCIDENTS/OVERT ATTACKS-

- A. STANDING OPERATING PROCEDURE FOR: Transportation of Toxic Chemical Munitions from Site 59 to Reserve Storage Activity, Miesau
- B. OPERATION No. 6
- C. LOCATION Eproute
- D. SOP No. RC-3, Q9MAY90
- E. REV No. N/A
- F. CHANGE No. N/A
- G. OPERATION: HALTS: INTELLIGENCE INCIDENTS/OVERT ATTACKS
- H. VEHICLE REQUIREMENTS: MISSION 20 SUPPORT 59 (44FRG, 15US)
- I. PERSONNEL REQUIREMENTS: U.S. 76 FRG 336 (62 Bw, 274 Pol)

J. Step No.	Description	Specific Instructions (Safety, Operational, Quality Checks)
1.	In the event that the convoy encounters members of the Soviet Military Liaison Mission (SMLM), the msn cdr will immediately notify the convoy OC for their relay to USAREUR HQ.	1a. (O) Encounter will be handled IAW the procedures of AE Form 3231 (SMLM Card).
2.	If local nationals exhibit undue interest/harassment of convoys, e.g. darting in & out of the convoy, taking pictures of the convoy, use of abusive language against personnel, etc., personnel will immediately notify the msn cdr, who, in turn, will notify the polizei accompanying the convoy.	2a. (O) U.S. personnel are not authorized to engage in pursuit of, nor will they apprehend, German civilians outside of U.S. controlled areas. 2b. (O) Under no circumstances will weapons be used against civilian personnel engaged in intelligence gathering directed against the convoy unless it is in strict compliance with the rules for use of force as per paragraph K. below.
3.	The msn cdr will notify the OC giving details of the situation. (See situation checklist at Appendix I)	

late

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Operation 6

4. In the event of an overt attack on the convoy, immediately notify the msn cdr & signal with a green flag.
  - 4a. (O) Whenever possible, CAs will request that the polizei handle the situation/incident encountered. CAs are to use the minimum amount of force necessary to protect mission stocks. See para K. below for use of deadly force rules.
  - 4b. (O) CAs will not give chase to the attacker(s) but will remain with the convoy to re-establish local security.
5. The msn cdr will notify the OC giving details of the situation. See situation checklist in Appendix I.
6. In the event the convoy is ambushed, vehicles which have not entered the ambush site should avoid entering the ambush. Vehicles in the ambush should proceed through as quickly as possible.
  - 6a. (O) Polizei will respond appropriately. CAs and other U.S. convoy personnel will not give chase but will remain with the convoy.
7. The msn cdr will notify the OC giving details of the ambush. See situation checklist in Appendix I.
8. The convoy will continue if at all possible under all circumstances, stopping only if physically impossible to proceed.
9. Vehicles will display a white flag & continue IAW Operation - 2 Road Movement.
  - 9a. (O) Once the convoy reaches its destination, the msn cdr will not release personnel until authorized to do so by the convoy OC. This is to ensure that all personnel involved in the incident are properly debriefed while the information is still fresh in their memory.

16. Mission vehicles will proceed to Gate 51 (Eagle's Nest) for turnover of the vehicles to the Site 59 shuttle drivers.
- 16a. (C) Mission drivers need not process into the limited area.
17. Drivers will board an awaiting shuttle bus for return to Muenchweiler.
- 17a. (C) A shuttle bus will be located in the area of Gate 51 (Eagle's Nest).

K. SPECIAL REQUIREMENTS:

1. The number of empty MILVANS brought back from RSAM each day will be contingent upon the prior day's production rate by crews at Site 59. For example, if 16 MILVANS were uploaded the day prior to the convoy, 16 empties will be brought back. If no MILVANS were uploaded, no empties will be brought back. Information as to production rate will be given to the convoy commander each morning so he can plan which vehicles to assign to pick up empties for the return trip to Muenchweiler/Site 59.

2. The 76th Trans Co will provide five shuttle drivers to transport drivers/vehicles between Muenchweiler and Site 59 and five for duty within Site 59. If mission vehicles returning from RSAM are inspected, etc. and ready to go before the vehicle driver has finished lunch, shuttle drivers can be used to get mission vehicles to Site 59 in order to facilitate their loading for the next day's convoy. This will allow for a steady flow of mission vehicles at Site 59 so that the logistics of the hardstand area uploading will not become congested. A bus will be waiting at Site 59/67 to return all support and mission vehicle drivers to Muenchweiler after repositioning their vehicles.

3. MREs will be transported in the NCOIC's vehicle. If/as MREs are issued to personnel in the interchange yard by the NCOIC, they will be opened immediately and matches will be removed and handed back to the NCOIC. All matches will then be turned over immediately by the NCOIC to the guard at Gate 6.



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Operation 7

7. Upon completion of the down-load/monitoring of the last MILVAN, the opns OIC will notify the RSAM EOC. Upon approval from the EOC, the OIC will notify the msn cdr that all support vehicles can be released. See 2a.-2c. above.
8. Support vehicles will then be released through Gate 6 to return to Muenchweiler.
9. All U.S. vehicles will return to Muenchweiler. 9a. (O) Vehicles need not return as a convoy.
10. Vehicle drivers will drop off their vehicles in the vicinity of Bldgs 4326/4327 at MW for refueling/inspection/maintenance as appropriate. 10a. (O) All support & mission vehicles will be inspected & refueled IAW 76th Trans Co SOP #90-01. 10b. (O) (QA) All mission vehicles will receive a 626 inspection by QASAS & detailed security inspection by site MPs.
11. All drivers will report to the dining facility for lunch if applicable. 11a. (O) If MREs were eaten at RSAM due to the time factor, drivers will take a break while their vehicles are being serviced.
12. Upon completion of lunch, or break, drivers will return to their vehicles. 12a. (O) As work is completed on vehicles, they are released to their operators.
13. Drivers/vehicles will then depart for Site 59.
14. Drivers will process through the "300m security zone" fence.
15. Support vehicle drivers will proceed directly to Site 67 for convoy pre-staging. 15a. (O) See Appendix D for positioning. 15b. (O) A shuttle bus will be located at Site 67 to return drivers to Muenchweiler.

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SOP RC-3, 09 May 90

Operation 7

3. Mission vehicles will be escorted to the RSAM rail-head inspection point.
  4. Upon completion of the inspection, mission vehicle drivers will be given instructions/checklist for download processing to the assigned unloading area.
  5. Upon completion of downloading, mission vehicle drivers will be given instructions for pickup of empty MILVANS if/as applicable.
  6. Upon download/upload of mission vehicles, they will be escorted to Gate 6 in groups of 4 to return to Muenchweiler.
- 3a. (O) Vehicles will be inspected IAW RSAM SOP #RHN-0000-L-109.
  - 4a. (O) Operations NCOIC will give instructions to the drivers for exact positioning of the trailers and fill out the checksheet for distribution to sideloader operators.
  - 4b. (O) An accountable officer will sign the DD Form 1911 relieving the msn cdr/TEO of custody for the TCM & take all documentation.
  - 4c. (O) MILVANS will be downloaded IAW RSAM SOP #RHN-0000-L-111.
  - 5a. (O) The convoy cdr will tell the opns NCOIC which drivers are to pickup empty MVs & how many. The opns NCOIC will then instruct the sideloader operators as to pickup of empty MILVANS. One MV per trailer only.
  - 6a. (O) Mission vehicles will leave RSAM as 4 become available. Vehicles 1-4 will leave together when all have been reloaded with empty MVs as necessary. The same will hold true for vehicles 5-8, 9-12, 13-16, & 17-20. All vehicles may not be required to upload empty MVs for the return trip (see K.1. below).

(U2)

-POST CONVOY PROCEDURES-

- A. STANDING OPERATING PROCEDURE FOR: B. OPERATION No. LZ
- C. LOCATION RSAM/MW/Site 52
- D. SOP No. RC-3, 01JUN90
- E. REV No. N/A
- F. CHANGE No. N/A

Transportation of Toxic Chemical Munitions from Site 52 to Reserve Storage Activity, Miesau

- G. OPERATION: POST CONVOY PROCEDURES
- H. VEHICLE REQUIREMENTS: MISSION 20 SUPPORT 52 (44FRG, 15US)
- I. PERSONNEL REQUIREMENTS: U.S. 76 FRG 336 (62 Bw, 274 Pol)

Step No.	Description	Specific Instructions (Safety, Operational, Quality Checks)
1.	Convoy arrives at RSAM, Gate 6.	1a. (O) Polizei vehicles depart the convoy at Gate 6 as mission vehicles proceed onto RSAM.
2.	Support vehicles & personnel (U.S. & Bw) will be escorted to the interchange yard & await orders to depart.	2a. (O) Bundeswehr support vehicles will await the outcome of MILVAN monitoring & remain ready to respond. 2b. (O) The Bundeswehr cdr will move to Bldg 1470, the railhead ops ctr, to await word from the msn cdr to depart. 2c. (O) U.S. support vehicles will remain outside of the railhead ready to respond under the control of the msn cdr until MILVAN download and monitoring is accomplished. 2d. (O) MREs will be available if needed for lunch due to extended periods of time in downloading/monitoring. If issued, follow req'ts found in paragraph K.3. below.

(3) To prevent the escape of a person causing theft, damage, or destruction of the MILVAN cargo.

c. Situations where deadly force would not be appropriate.

(1) German firefighters break open a MILVAN to put out a visible fire.

(2) Peaceful demonstrators block means of transportation.

(3) Peaceful demonstrators sit near or on a MILVAN.

3. German law on self-defense. German law on self-defense and use of force basically parallels that in Army regulation and this SOP. Close adherence to the provisions of this SOP, especially regarding use of the minimum amount of force necessary to provide security, should prevent any issues arising regarding violation of German law.

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K. SPECIAL REQUIREMENTS:

1. Use of force.

a. General. The fundamental principle is that only the minimum force necessary to accomplish the assigned task will be used. Deadly force will be used only as a last resort, and only under the conditions set out below.

b. Degrees of force. The degrees of force are: verbal persuasion; unarmed defensive techniques; MP club; working dog (before releasing, give an order to halt); warning shots; and deadly force. It is not necessary to actually try each lesser degree of force before moving on to the next one. The process of selecting the proper degree of force can be a mental process done in seconds. Chemical dispersants, like tear gas, though a lesser means of force, will not be used.

c. Warning shots. Warning shots are discouraged, and will not be used if they are likely to injure innocent bystanders. They will be used only in circumstances justifying use of deadly force, and only as a last resort to avoid the actual use of deadly force.

2. Deadly force.

a. General. Deadly force is destructive physical force directed against a person or persons. It is used in extreme need and only when lesser means have failed or cannot reasonably be used. If feasible, shots, if fired, will be directed to disable rather than kill. If several hostile persons are in an area, again if feasible, deadly force will be used selectively and not automatically against the entire group.

b. Situations where deadly force may be used as a last resort.

(1) In self-defense of oneself or other persons, when in imminent danger of death or serious injury.

(2) To prevent the MILVAN cargo from (imminent) threatened or actual theft, damage, or destruction. This applies even if a hostage is present. However, safety of any hostage will be considered as a factor before actual use of deadly force.

21. No one is released until his/her vehicle is repositioned and ready for departure for the next day's mission.

22. If for any reason your vehicle catches fire, immediately notify the convoy commander and pull over to the right side of the road as far as possible and stop the vehicle. The driver and custodial agent/assistant driver will immediately dismount the vehicle. If the fire involves the vehicle, such as a brake or engine fire, the driver will take immediate action to extinguish the fire with the custodial agent assisting. Once the convoy has been halted, custodial security will be established by the remaining escorts. Non-mission vehicle drivers will dismount and assist in putting out the fire. The assistant driver(s) will remain with their vehicles during this time period in the event other vehicles need to be moved away from the disabled vehicle. Convoy fire fighting vehicle(s) will respond if/as necessary.

23. The operational, safety, etc. lessons learned from previous convoys are:

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24. If there are no questions, set your watches. It is exactly ----. You have five minutes to gather your equipment and get on the bus.

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12. Personnel are not permitted to carry any matches, lighters, or flame producing articles.
13. All drivers will perform FMCS on their vehicle prior to movement of the convoy. The CA will perform a radio check prior to movement of the convoy.
14. Each mission vehicle will be equipped with one 4-A:80-B:C (dry chemical or Halon 1211) rated fire extinguisher.
15. Drivers will maintain a 100 meter interval on autobahns and a 50 meter interval on secondary roads and towns.
16. CAs will frequently observe their MILVAN via side mirrors and the rear window and report any unusual condition to the convoy commander.
17. Use the flag warning system listed below when the stated situation(s) occur. Drivers will not attempt to wave flags and drive their vehicle at the same time. The passenger will signal if/as necessary. Cards with color codes (cheat sheets) will be on the dashboard of each vehicle.
  - a. Red flag ---- potential chemical accident/incident.
  - b. Green flag -- ambush.
  - c. Blue flag --- mechanical problem.
  - d. Yellow flag - demonstration.
  - e. White flag -- continue mission.
18. If there is an accident or mechanical problem with your vehicle, immediately notify the convoy commander of the problem. The vehicle with the problem will open its doors, turn on the 4-way flashers, and await help. The CA and driver will maintain the two person rule and during all stops directed by the mission commander will position themselves at the right and left front bumper of their vehicle and observe the MILVAN. All other support personnel will stay in their vehicles.
19. During all halts drivers will ensure that the wheels of their vehicles are chocked if they dismount their vehicle.
20. CAs will be responsible for the administrative convoy sequence bumper number of their vehicle. If a tractor is changed, the CA will remove the number from the unserviceable tractor and attach it to the new tractor.

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7. In the event of a potential A/I, smoke grenade(s) will be used to determine wind direction. They are under the control of the Tech Escort personnel and are not to be confused with any other type of signaling.

8. All personnel will have their M17A2 protective mask with three Mark I nerve agent antidote kits and M258A1 personal decontamination kit at all times.

9. The signs and symptoms of nerve agent exposure are:

- a. Sudden headache.
- b. Pinpointed pupils.
- c. Dimness of vision.
- d. Unexplained runny nose.
- e. Excessive salivation.
- f. Tightness of the chest.
- g. Difficulty in breathing.
- h. Localized twitching.

At the appearance of any three or more of these symptoms notify the mission commander, stop your vehicle, stop breathing, and don your mask. Secure one Mark I injector kit, press the small green atropine component against the thigh or buttocks for 10-15 seconds. Immediately after this, remove the larger 2-pam chloride component and press it firmly against the thigh or buttocks. These antidotes should cause the symptoms to begin to diminish and give you a dry mouth - this is an indication that the antidote is working. If this does not occur, after 10-15 minutes a second kit should be administered. A maximum of three injectors may be administered over a 20-30 minute period.

10. Anyone observing an unsafe/hazardous act should immediately stop it and notify the mission commander promptly.

11. Personnel are not permitted to have any food, drink, or tobacco products for consumption during the convoy. Water in canteens and the TEU cooler is acceptable. MREs will not be transported in mission vehicles.



(56)

3100 0000 0000 0000 TO LD ORD EN SOP RC 12  
3100 0000 0000 0000 BRIEFING

01 Jun 90

Mission Briefing

1. Roll call.

TEU Response Tm -----	TEU CAs -----
98th Chem Det -----	763d Med Det -----
76th Trans Co -----	TACSAT Tm -----

2. Good morning, I'm (MAJ Batt), the mission commander. I am in charge of all U.S. forces for today's convoy. (1LT Felix) is the Technical Escort Officer and will control the TEU response forces and is second in command of the convoy. Third in command is (-----) (the senior custodial agent or next senior member in the TEU response force as applicable). In the event of a chemical accident/incident I may be relieved as the CAICO by the Cdr, 3d Ord Bn (LTC Hamilton), the on-scene commander, the Cdr, 59th Ord Bde (BG Benchoff), or his designee. (MAJ Paun) is the convoy commander responsible for the movement of the convoy from Site 59 to the Reserve Storage Activity, Miesau (RSAM). (CPT Rahn) is the assistant convoy commander. The convoy speeds are 30 KPH on secondary roads and 50 KPH on the autobahn. The maximum "catch up speed is 65 KPH.

3. The custodial agents from TEU and the mission vehicle drivers will always use the two person rule when dealing with the cargo. At all stops the CA and the mission vehicle driver will dismount the tractor and move to their respective side of the front bumper and watch the trailer. The convoy will halt only for mission essential vehicles as stated in this SOP and as determined by me for the situation. The convoy will continue to roll unless ordered by radio to stop by the convoy commander.

4. The armed custodial agents will use deadly force only as a last resort, in order to prevent unauthorized access or damage to the contents of the MILVANS, self defense, or defense of others. The polizei are responsible for security of this convoy.

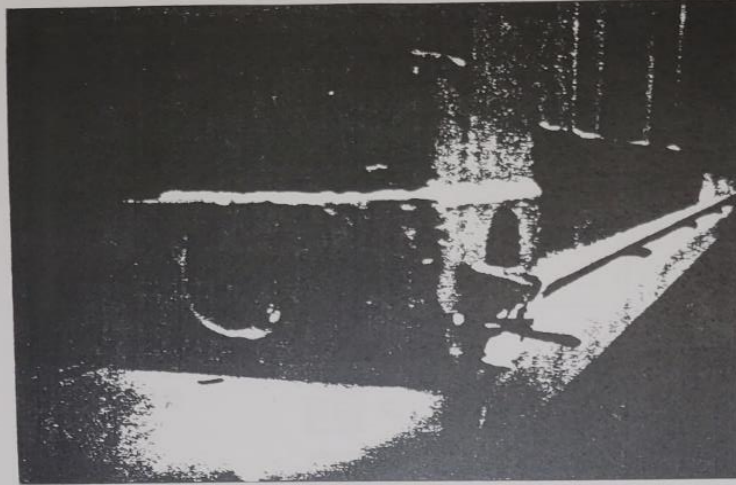
5. In the event that civilians or news media are encountered, refer all queries to me. I in turn will refer them to the public affairs officer riding in our convoy.

6. The appropriate convoy route will be provided approximately 30 minutes prior to departure. It can be found in Appendix E when announced. The type of munition we are moving today is \_\_\_\_.

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01 JUN 90

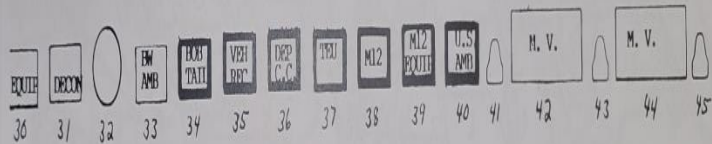
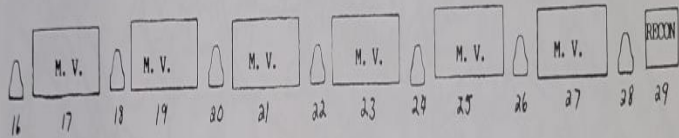
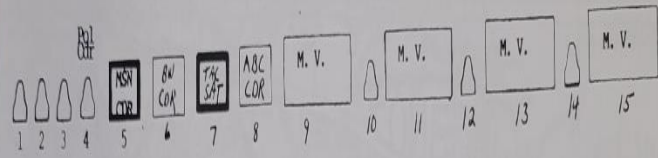
Vehicle No.	Unit	Personnel	Unit
5 (Van)	3d Ord Bn	Polizei liaison Mission cdr Convoy cdr Driver Interpreter	R/P polizei TEU 53d Trans Bn 110th MP Co (FRG)
7 (TACSAT)	USAFE	Operator Driver	USAFE USAFE
9, 11, 13, 15, 17, 19, 21, 23, 25, 27, 42, 44, 46, 48, 50, 52, 54, 56, 58, 60. (M915 w/M872)	76th Trans Co	1 CA/vehicle 1 Driver/veh	TEU 76th Trans Co
34 (bobtail)	76th Trans Co	Driver/TEU	76th Tr/TEU
35, 69 (wreckers)	76th Trans Co	1 NCO mech/veh 1 Driver mech/veh	76th Trans Co 76th Trans Co
36 (CUCV)	76th Trans Co	Dep convoy cdr PAO Driver	76th Trans Co 59th Ord Bde 76th Trans Co
37 (CUCV w/trailer)	3d Ord Bn	3 Init entr per	TEU
38 (M12 Ec veh)	98th Chem Det	Crewman Driver crewman	98th Chem Det 98th Chem Det
39 (M12 Team)	98th Chem Det	2 Crewman Driver crewman	98th Chem Det 98th Chem Det
40 (ambulance)	763d Med Det	4 Medics	763d Med Det
68 (tractor trailer)	76th Trans Co	Driver/TEU	76th Tr/TEU
70 (sideloader)	60th Ord Gp	Driver/TEU	60th Ord/TEU
71 (pickup)	76th Trans Co	Convoy NCOIC Driver	76th Trans Co 76th Trans Co
72 (safety van)	76th Trans Co	Mechanic Driver mechanic	76th Trans Co 76th Trans Co
73 (CUCV w/trailer)	3d Ord Bn	4 EPDS personnel TEU	TEU TEU



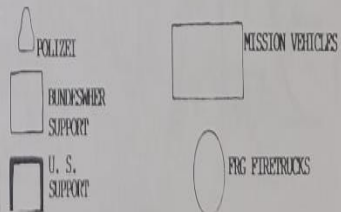
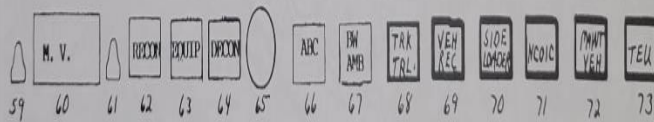
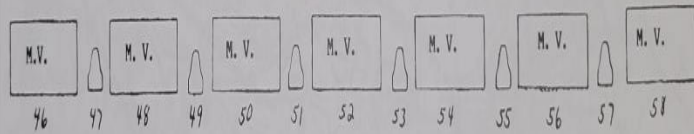
Thread connector through corner post fitting and through eyelet of lock key after it has been emplaced. Secure connector and pull tight to prevent key from turning.



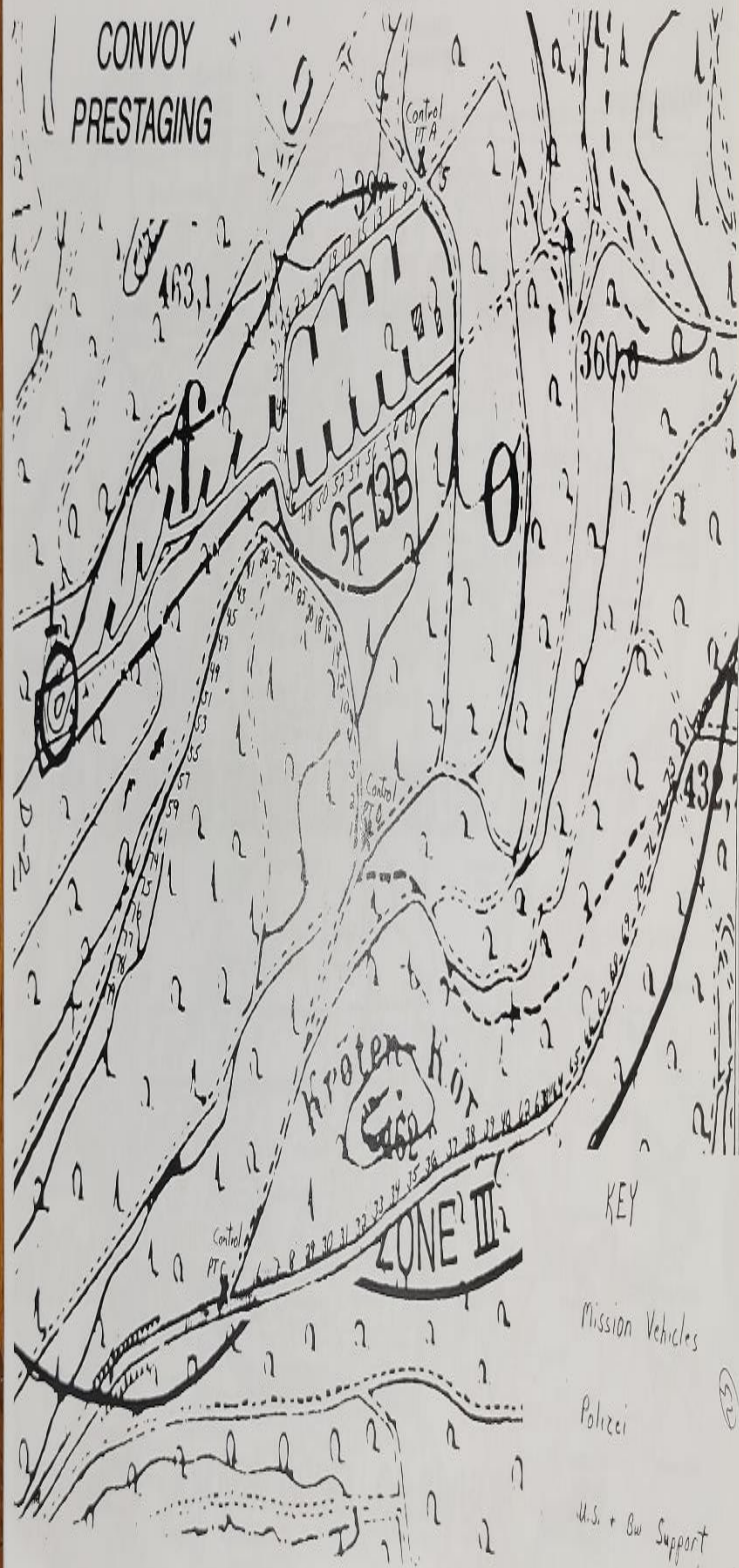
# CONVOY ORDER OF MARCH



1-1



CONVOY  
PRESTAGING



KEY

Mission Vehicles

Polizei

U.S. + Bw Support

09 May 90

(61)

ROUTE A

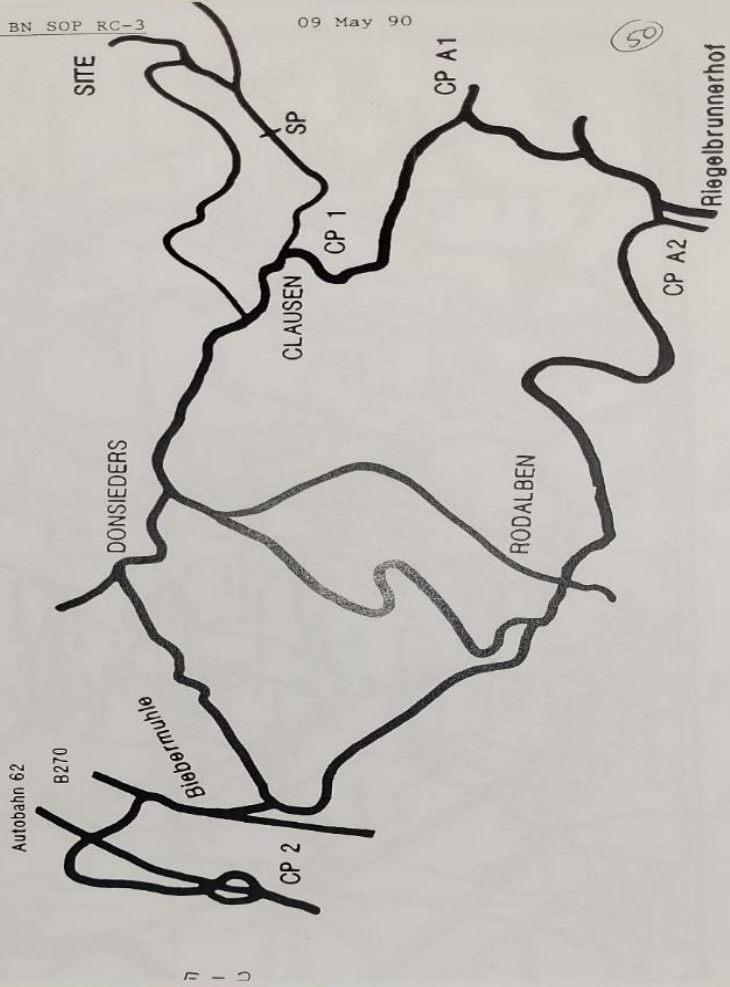
NO UNLAWFUL  
EXIT  
GATE 4  
NAD



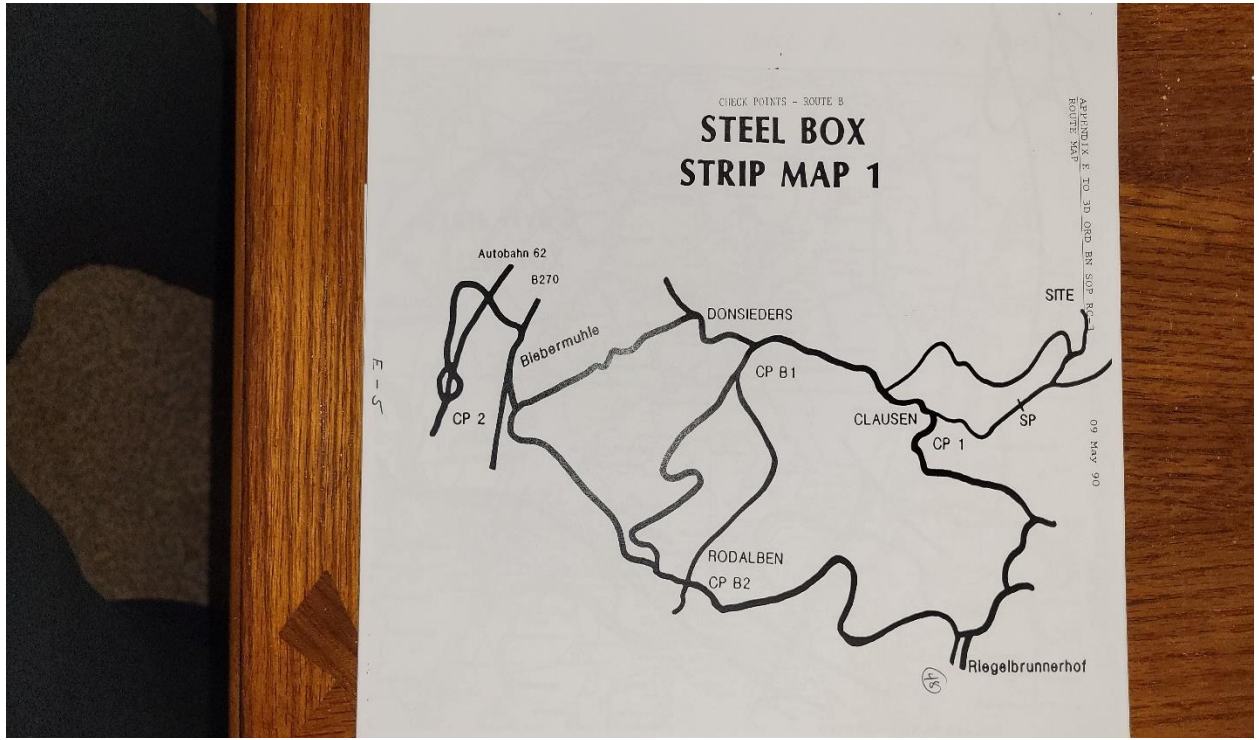
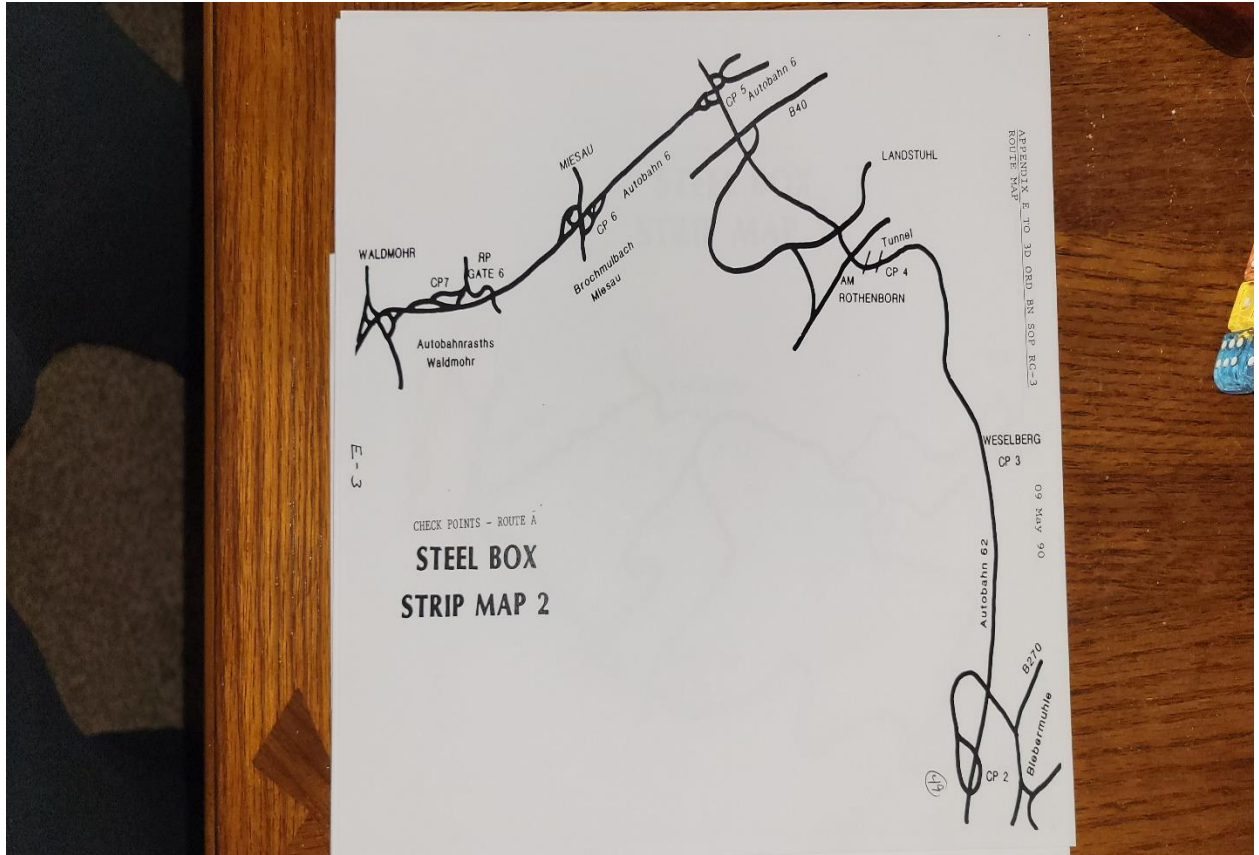
09 May 90

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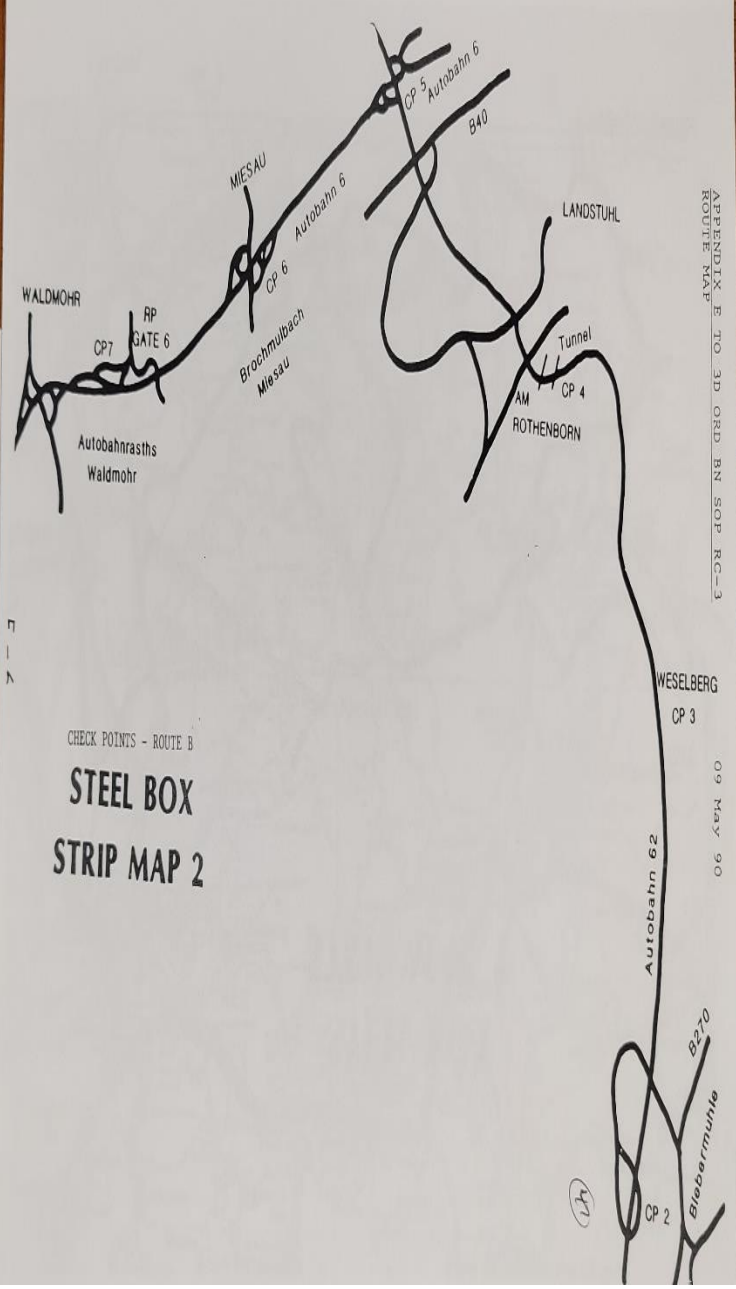
CHECK POINTS - ROUTE A  
**STEEL BOX  
STRIP MAP 1**



F I U







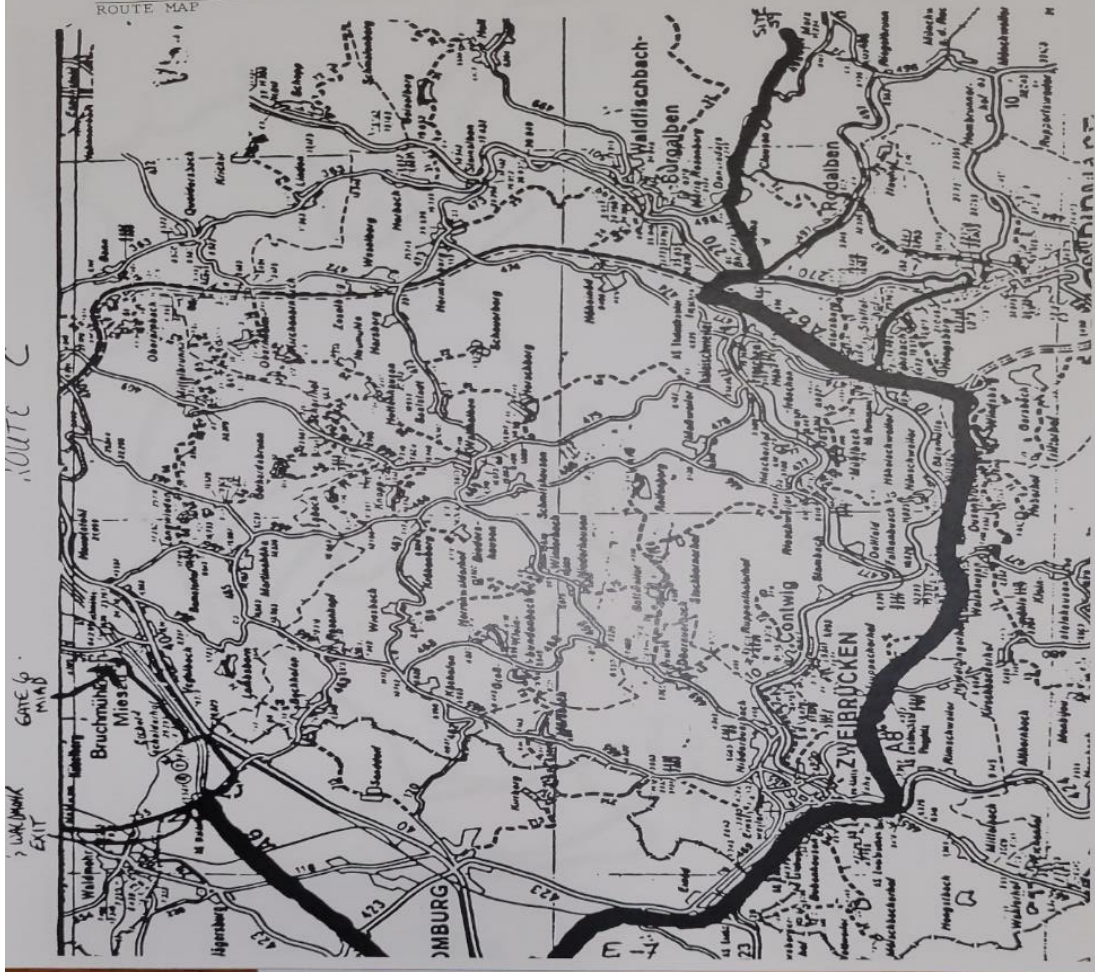
APPENDIX E TO 3D ORD BN SOP RC-3  
 ROUTE MAP

09 May 90

CHECK POINTS - ROUTE B  
**STEEL BOX**  
**STRIP MAP 2**

E-4

(LH)

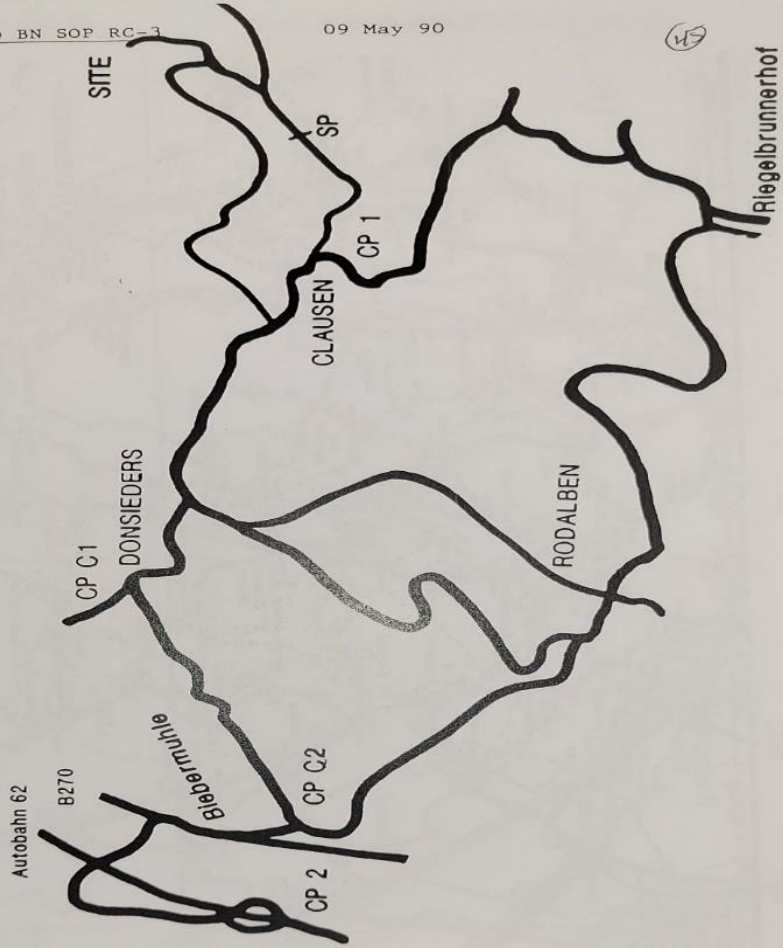


09 May 90

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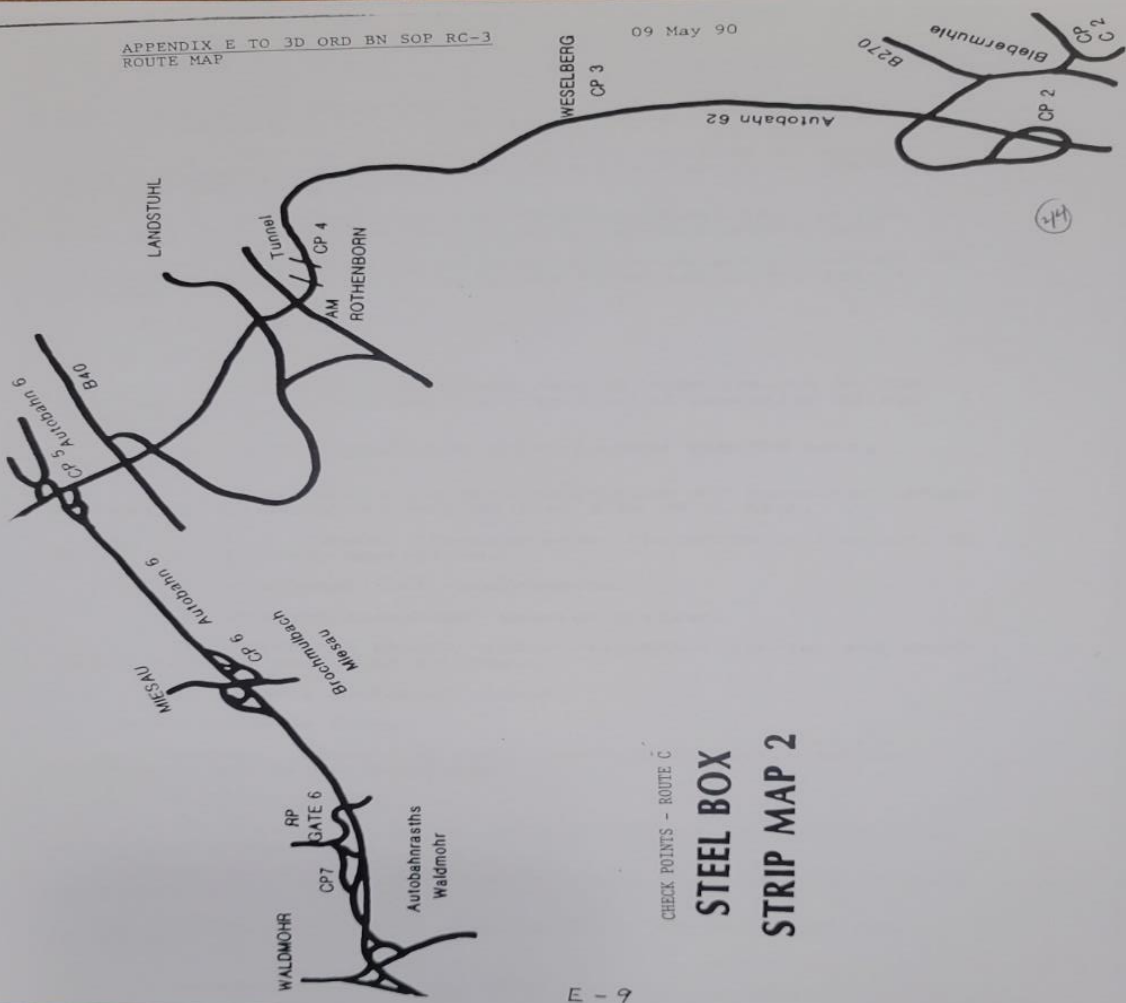
CHECK POINTS - ROUTE C

# STEEL BOX STRIP MAP 1



E - 8

09 May 90



CHECK POINTS - ROUTE C

# STEEL BOX STRIP MAP 2

09 May 90

(2) Provide shuttle drivers and vehicles to support upload operations at Site 59 during the execution of operation Golden Python/OPLAN 4332.

(3) Provide a rear maintenance/contact team to support Site 59 upload requirements and convoy on-call contingency.

(4) Provide a convoy commander/assistant to control the convoy movement of the TCM under the direction of the mission commander.

#### 4. U.S. Army Technical Escort Unit

##### a. Mission.

(1) Exercise command and control over convoys of TCM from Site 59 to RSAM during the execution of operation Golden Python/OPLAN 4332.

(2) Provide custodial security over the TCM being transported.

(3) Provide limited decontamination and containerization of leaking TCM being transported from Site 59 to RSAM.

b. Chain of command. Operate under the OPCON of the Cdr, 3d Ord Bn during convoy operations.

##### c. Personnel/equipment requirements.

(1) Mission commander (courier officer)

(2) Technical Escort Officer/assistant courier and seven person response team with equipment.

(3) Twenty custodial agents.

#### 5. Convoy Response Teams

a. Mission. Respond to convoy assistance situations as directed by the 3d Ord Bn OC/EOC.

##### b. Chain of command.

(1) Operate under the OPCON of the Cdr, 3d Ord Bn while in standby status.

(2) In a convoy response situation be under the OPCON of the convoy mission commander.

c. Personnel/equipment requirements. See paragraph K.B., Operation 1, this SOP.

09 May 90

(42)

1. 98th Chemical Detachment

a. Mission.

(1) Escort ground convoys of toxic chemical munitions (TCM) from Site 59 to Reserve Storage Activity, Miesau (RSAM) during the execution of operation Golden Python/OPLAN 4332.

(2) The above requirement involves personnel and vehicle decontamination.

b. Chain of command. Operate under the direction of the mission commander (courier officer) while he has temporary custody of the TCM being transported.

c. Personnel/equipment requirements. Provide an M12 decontamination apparatus with equipment and appropriate operational personnel.

2. 763d Medical Detachment

a. Mission. Escort ground convoys of TCM from Site 59 to RSAM during the execution of operation Golden Python/OPLAN 4332.

b. Chain of command. Operate under the direction of the mission commander (courier officer) while he has temporary custody of the TCM being transported.

c. Personnel/equipment requirements. Provide one ambulance with personnel and equipment to treat chemical and conventional casualties.

3. 76th Transportation Company/53d Transportation Battalion

a. Mission. Transport TCM from Site 59 to RSAM during the execution of operation Golden Python/OPLAN 4332.

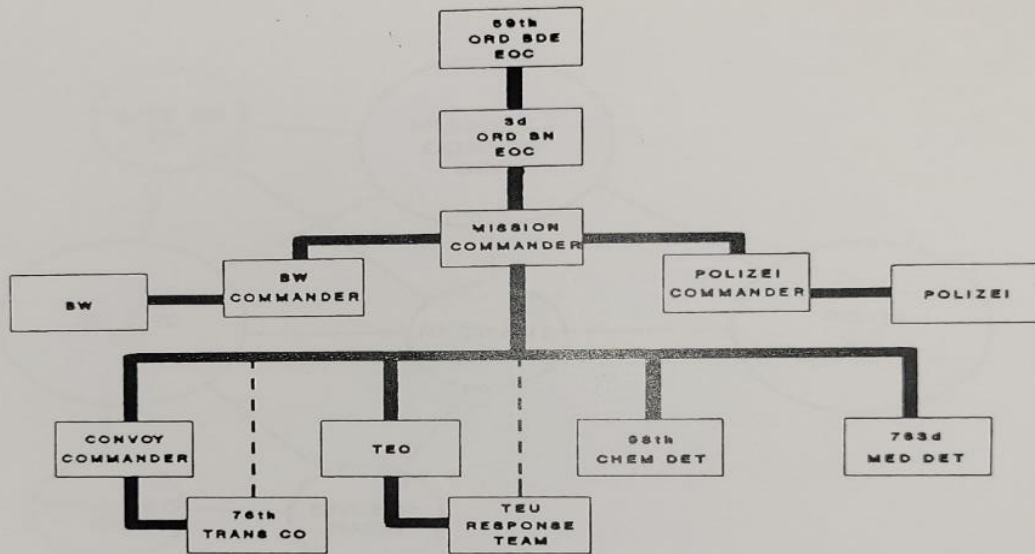
b. Chain of command. Operate under the direction of the mission commander (courier officer) while he has temporary custody of the TCM being transported.

c. Personnel/equipment requirements.

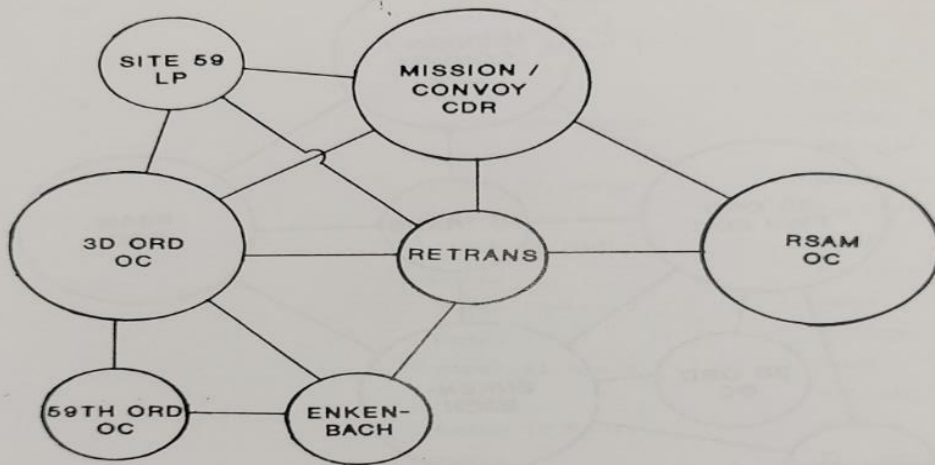
(1) Provide 20 M915/M872 combinations with drivers, wreckers with operators, alternate mission vehicle and bobtail with drivers, and parts van with mechanics to escort the convoys.

APPENDIX B TO 3D ORD BN SOP RC-3  
CONVOY COMMAND AND CONTROL

(4)

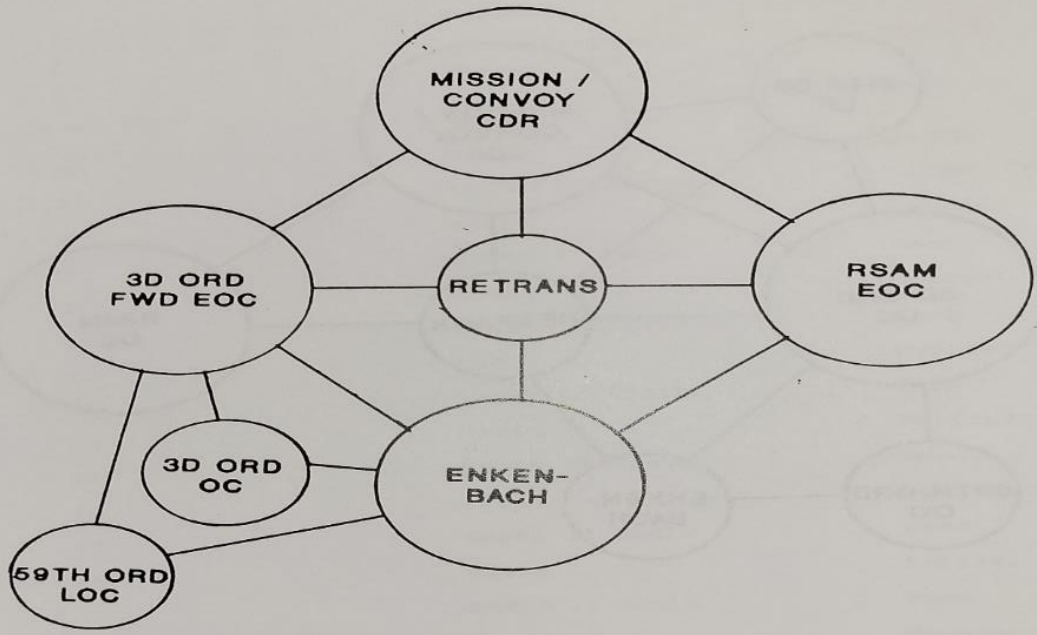


## FM NET - NORMAL OPERATIONS





# FM NET - EMERGENCY OPERATIONS





21	SABER II Radio	Ammo
22	Radio	Polizei
23	SABER II Radio	Ammo
24	Radio	Polizei
25	SABER II Radio	Ammo
26	Radio	Polizei
27	SABER II Radio	Ammo
28	Radio	Polizei
29	Radio	Ew Recon
30	Radio	Ew Recon Eq
31	Radio	Ew Decon
32	Radio	Fire Truck
33	Radio	Ew Amb
34	SABER II Radio	Bobtail
35	VRC 46 Secure	Wrecker
36	VRC 46 Secure	Deputy Convoy Cdr
37	PRC-77 SABER II Radio	Tech Escort
38	VRC-46 Secure	98th Chem PER
39	VRC-46 Secure	M12 Equip
40	VRC-46 Secure	U.S. Ambulance
41	Radio	Polizei

APPENDIX H TO ID ORD BN SOP RC-3  
COMMUNICATIONS

09 May 90

42	SABER II Radio	Ammo
43	Radio	Polizei
44	SABER II Radio	Ammo
45	Radio	Polizei
46	SABER II Radio	Ammo
47	Radio	Polizei
48	SABER II Radio	Ammo
49	Radio	Polizei
50	SABER II Radio	Ammo
51	Radio	Polizei
52	SABER II Radio	Ammo
53	Radio	Polizei
54	SABER II Radio	Ammo
55	Radio	Polizei
56	SABER II Radio	Ammo
57	Radio	Polizei
58	SABER II Radio	Ammo
59	Radio	Polizei
60	SABER II Radio	Ammo
61	Radio	Polizei
62	Radio	Ew Recon
63	Radio	Ew Equip
64	Radio	Ew Decon

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65	Radio	FRG Firetruck
66	Radio	Bw ABC Equip
67	Radio	Bw Ambulance
68	SABER II Radio	Tractor- Trailer
69	VRC-46 Secure	Wrecker
70	Radio	Sideloader
71	AN/VRC-46	NOIC
72	AN/VRC-46	Maint Veh
73	PRC-77 SABER II Radio	TEU
74	Radio	Polizei
75	Radio	Polizei
76	Radio	Polizei
77	Radio	Polizei
78	Radio	Polizei
79	Radio	Polizei
N/A	(3) PRC-77	Traffic Controllers

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01 Jun 90

Convoy Departure

- Busses available for transport
- All personnel present with equipment IAW their SOP listing
  - 76th Trans Co
  - 98th Chem Det
  - 763d Med Det
  - TEU
- All vehicles prepositioned correctly and numbered
  - U.S. and Bundeswehr
  - Polizei
- MREs on hand (1 per person)
- FMCS of all vehicles with full gas tank
- Communications checked & call sign sheets in each vehicle
  - Internal
  - External
- Signed SOP(s) in each vehicle as per Phase III SOP distribution listing
- Traffic controllers positioned
- All documentation for MILVANS is correct
- Weather conditions report from EOC
  - In terms of travel conditions
  - For use in chemical hazard prediction
- Intelligence estimate from EOC
- Warning flags & cards with color codes "cheat sheets"
- Fire extinguisher present & charged
- Backup response team in position & ready to respond

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Situation Checklist

- Description of what happened
- Time incident began/occurred
- Location
- Actions being taken (if appropriate)
- Assessment of time delay (if applicable)
- Damage(s) (if applicable)
- Personnel injuries (if applicable)
- Request for additional help (personnel, equipment, etc.)  
(if applicable)
- Media/press coverage at scene
- Security measures being taken

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09 May 90

Chemical Event Checklist

- Brief description of the accident
- Exact time of the accident
- Location of the accident
- Quantities/type(s) of munitions involved
  - MILVAN(s) with number(s)
  - SSC(s) with number(s)
  - Rounds
- Wind direction
- Type of surface
- Type of release (leak, spontaneous, etc.)
- Casualties/injuries
- Property damage
- Assistance required (medical, equipment, etc.)
- Security established
- Custody maintained
- Total area of contamination (when determined by monitoring)
- Total area of decontamination (when completed)



01 Jun 90

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General Safety/Mission Instructions

1. All personnel will have their M17A2 protective mask with three Mark I nerve agent antidote kits and M258A1 personal decontamination kit at all times. Accountability will be maintained on all Mark I kits.
2. The signs and symptoms of nerve agent exposure are:
  - a. Sudden headache.
  - b. Pinpointed pupils.
  - c. Dimness of vision.
  - d. Unexplained runny nose.
  - e. Excessive salivation.
  - f. Tightness of the chest.
  - g. Difficulty in breathing.
  - h. Localized twitching.

At the appearance of any three or more of these symptoms notify the mission commander, stop your vehicle, stop breathing, and don your mask. Secure one Mark I injector kit, press the small green atropine component against the thigh or buttocks for 10-15 seconds. Immediately after this, remove the larger 2-pam chloride component and press it firmly against the thigh or buttocks. These antidotes should cause the symptoms to begin to diminish and give you a dry mouth - this is an indication that the antidote is working. If this does not occur, after 10-15 minutes a second kit should be administered. A maximum of three injectors may be administered over a 20-30 minute period.

3. Anyone observing an unsafe/hazardous act should immediately stop it and notify the mission commander promptly.
4. Personnel are not permitted to have any food, drink, or tobacco products for consumption during the convoy. Water in canteens and the TEU cooler is acceptable. MREs will not be transported in mission vehicles.

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APPENDIX J TO ID OSD BN SOP RC-3  
GENERAL SAFETY / MISSION INSTRUCTIONS

01 Jun 90

5. Personnel are not permitted to carry any matches, lighters, or flame producing articles.
6. All drivers will perform FMCS on their vehicle prior to movement of the convoy. The CA will perform a radio check prior to movement of the convoy.
7. Each mission vehicle driver will have in his possession DD Form 626 (Vehicle Inspection) and DD Form 836 (Firefighting Instructions).
8. Each mission vehicle will be equipped with one 4-A:80-B:C (dry chemical or Halon 1211) rated fire extinguisher.
9. Drivers will maintain a 100 meter interval on autobahns and a 50 meter interval on secondary roads and towns.
10. CAs will frequently observe their MILVAN via side mirrors and the rear window and report any unusual condition to the convoy commander.
11. Use the flag warning system listed below when the stated situation(s) occur. Drivers will not attempt to wave flags and drive their vehicle at the same time. The passenger will signal if/as necessary. Cards with color codes (cheat sheets) will be on the dashboard of each vehicle.
  - a. Red flag ---- potential chemical accident/incident.
  - b. Green flag -- ambush.
  - c. Blue flag --- mechanical problem.
  - d. Yellow flag - demonstration.
  - e. White flag -- continue mission.
12. If there is an accident or mechanical problem with your vehicle, immediately notify the convoy commander of the problem. The vehicle with the problem will open its doors, turn on the 4-way flashers, and await help. The CA and driver will maintain the two person rule and during all stops directed by the mission commander will position themselves at the right and left front bumper of their vehicle and observe the MILVAN. All other support personnel will stay in their vehicles.

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01 Jun 90

- 13. During all halts drivers will ensure that the wheels of their vehicles are chocked if they dismount their vehicle.
- 14. CAs will be responsible for the administrative convoy sequence bumper number of their vehicle. If a tractor is changed, the CA will remove the number from the unserviceable tractor and attach it to the new tractor.
- 15. No one is released until his/her vehicle is repositioned and ready for departure for the next day's mission.
- 16. If for any reason your vehicle catches fire, immediately notify the convoy commander and pull over to the right side of the road as far as possible and stop the vehicle. The driver and custodial agent/assistant driver will immediately dismount the vehicle. If the fire involves the vehicle, such as a brake or engine fire, the driver will take immediate action to extinguish the fire with the custodial agent assisting. Once the convoy has been halted, custodial security will be established by the remaining escorts. Non-mission vehicle drivers will dismount and assist in putting out the fire. The assistant driver(s) will remain with their vehicles during this time period in the event other vehicles need to be moved away from the disabled vehicle. Convoy fire fighting vehicle(s) will respond if/as necessary.

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IX K TO 3D ORD BN SOB RC-3  
AND REPORTS

01 Jun 90

Personnel Roster  
(Site 59 Staging - Page 1 of 3)

e	Printed Name	Initials	Check at Bus
	Man Cdr _____	_____	_____
	Convoy Cdr _____	_____	_____
	Driver _____	_____	_____
	Pol Liaison _____	_____	_____
	Interpreter _____	_____	_____
	Driver _____	_____	_____
	CA _____	_____	_____
	Driver _____	_____	_____
	CA _____	_____	_____
	Driver _____	_____	_____
	CA _____	_____	_____
	Driver _____	_____	_____
	CA _____	_____	_____
	Driver _____	_____	_____
	CA _____	_____	_____

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PENDIX K TO 3D ORD BN SOP RC-3  
RMS AND REPORTS

09 May 90

Personnel Roster  
(Site 59 Staging - Page 2 of 3)

21	Driver -----	-----	-----
	CA -----	-----	-----
23	Driver -----	-----	-----
	CA -----	-----	-----
25	Driver -----	-----	-----
	CA -----	-----	-----
27	Driver -----	-----	-----
	CA -----	-----	-----
42	Driver -----	-----	-----
	CA -----	-----	-----
44	Driver -----	-----	-----
	CA -----	-----	-----
46	Driver -----	-----	-----
	CA -----	-----	-----
48	Driver -----	-----	-----
	CA -----	-----	-----
50	Driver -----	-----	-----
	CA -----	-----	-----

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09 May 90

Personnel Roster  
(Site 59 Staging - Page 3 of 3)

52	Driver	-----	-----	-----
	CA	-----	-----	-----
54	Driver	-----	-----	-----
	CA	-----	-----	-----
56	Driver	-----	-----	-----
	CA	-----	-----	-----
58	Driver	-----	-----	-----
	CA	-----	-----	-----
60	Driver	-----	-----	-----
	CA	-----	-----	-----

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APPENDIX K TO 3D ORD BN SOP 60-1  
FORMS AND REPORTS

01 Jun 90

Personnel Roster  
(Site 67 Staging - Page 1 of 2)

Vehicle No.	Printed Name	Initials	Check at Bus
7	TACSAT Opr		
	Driver		
34	Driver		
	TEU		
35	NCO		
	Driver		
36	Dep Conv Cdr		
	PAO		
	Driver		
37	IEP		
	IEP		
	IEP/Driver		
38	Crewmember		
	Crewmem/Driver		
39	Crewmember		
	Crewmember		
	Crewmem/Driver		

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01 Jun 90

Personnel Roster  
Site 67 Staging - Page 2 of 2)

40	Medic	-----	-----	-----
	Medic	-----	-----	-----
	Medic	-----	-----	-----
	Medic/Driver	-----	-----	-----
68	Driver	-----	-----	-----
	TEU	-----	-----	-----
69	NCO	-----	-----	-----
	Driver	-----	-----	-----
70	Driver	-----	-----	-----
	TEU	-----	-----	-----
71	NCOIC	-----	-----	-----
	Driver	-----	-----	-----
72	Mechanic	-----	-----	-----
	Mech/Driver	-----	-----	-----
73	TEO	-----	-----	-----
	EPDS	-----	-----	-----
	EPDS	-----	-----	-----
	EPDS	-----	-----	-----
	EPDS/Driver	-----	-----	-----



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APPENDIX L TO 3D ORD BN SOP RC-3  
ABBREVIATIONS AND TERMS

01 Jun 90

- A/I - (Chemical) Accident/Incident
- ABC - German Army term for NBC
- AMC - Army Materiel Command
- ammo - ammunition
- App - Appendix
- approx - approximately
  
- Bw - Bundeswehr (German Army)
  
- CA/CAs - Custodial Agent(s)
- CP - Check Point; Control Point (as appropriate)
- comms - communication(s)
- ctr - center
- DUCV - Commercial utility cargo vehicle
  
- DA - Department of the Army
- DAC - Department of the Army Civilian
- decon - decontamination
- Dep - Deputy
- DoD - Department of Defense
- DoT - Department of Transportation

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APPENDIX L TO ID ORD BN SOE RC-3  
ABBREVIATIONS AND TERMS

01 Jun 90

e.g. - for example

EOC - Emergency Operations Center

EOD - Explosive Ordnance Disposal

EPDS - Emergency Personnel Decontamination Station

equip - equipment

etc. - and so forth

FRG - Federal Republic of Germany

IAW - In accordance with

IEP - Initial Entry Party

KPH - Kilometers per hour

lb - pound

m - meter

maint - maintenance

MILVAN - Military-owned demountable container

MOPP - Mission Oriented Protective Posture (Chemical protective clothing)

MRE - Meal, Ready to Eat

msn - mission

MV - MILVAN

MW - Muenchweiler

NBC - Nuclear, Biological, & Chemical

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APPENDIX L TO 3D ORD BN SOP RC-3  
ABBREVIATIONS AND TERMS

01 Jun 90

- (O) - Indicates operational instructions
- OC - Operations Cell
- Oper - operation
- opns - operations
- opr - operator
- ops - operations
  
- PAO - Public Affairs Office
- per - personnel
- PMCS - Preventive Maintenance Checks and Services
- Pol - Polizei (German Police)
- POV - Privately Owned Vehicle
  
- QA - Quality Assurance
- (QA) - Indicates procedures to be checked by QA personnel
- QASAS - Quality Assurance Specialist, Ammunition Surveillance
  
- recon - reconnaissance
- req'd - required
- RSAM - Reserve Storage Activity, Miesau
  
- (S) - Indicates safety instructions
- SMLM - Soviet Military Liaison Mission
- spt - support
- SRC - Single Round Container
- SSC - Secondary Steel Container

APPENDIX L TO 3D ORD BN SOB RC-3  
ABBREVIATIONS AND TERMS

01 Jun 90

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TACSAT - Tactical Satellite (Communications)

TCM - Toxic Chemical Munitions

TEO - Technical Escort Officer

TEU - Technical Escort Unit

Trk - Truck/tractor

Trl - Trailer

veh - vehicle

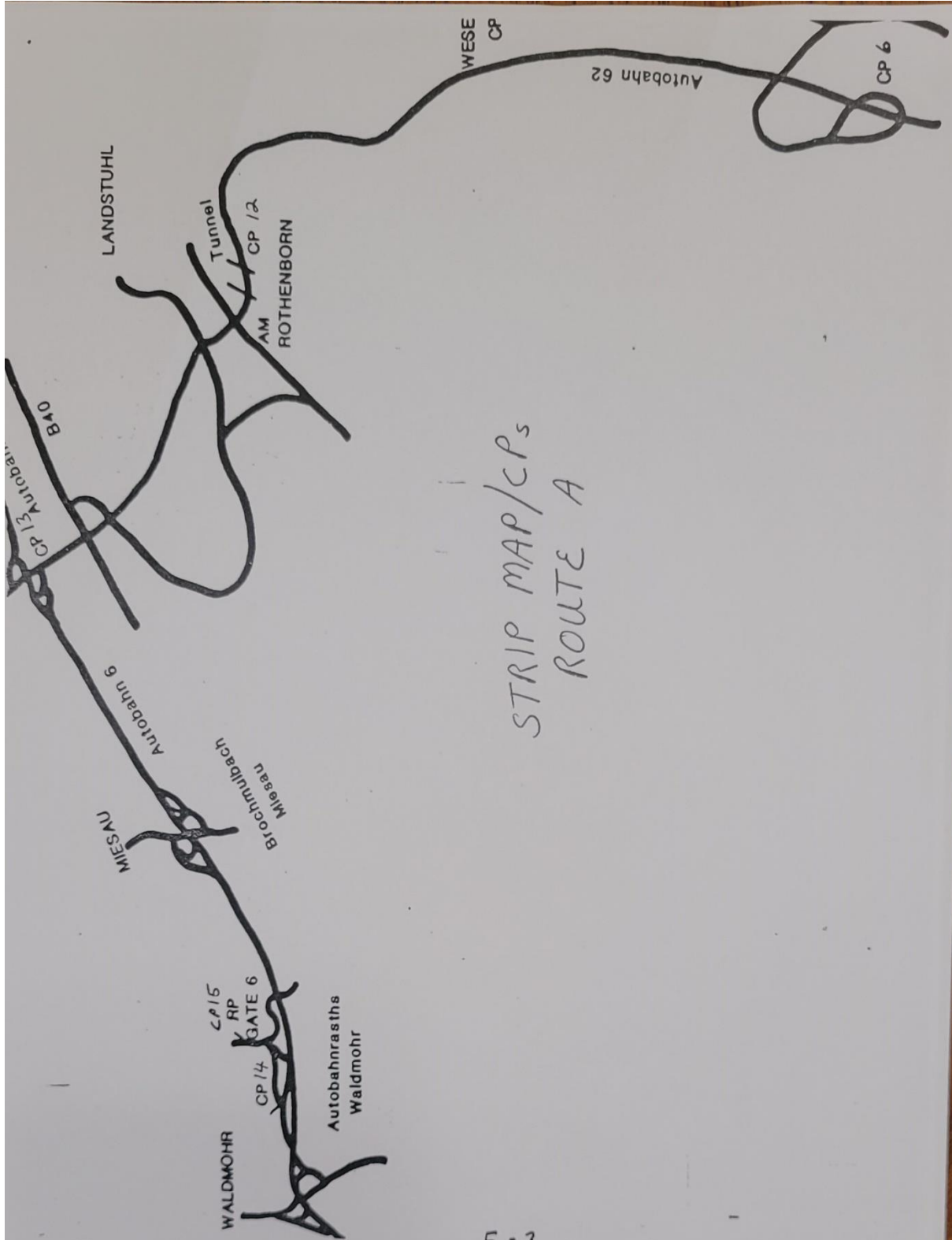
APPENDIX M TO 3D ORD BN SOR RC-3  
REFERENCES

01 Jun 90

(19)

1. AR 50-6, 12 Nov 86, Chemical Surety.
2. AR 50-6-1, 25 Feb 89, Chemical Agent Security Program.
3. AR 740-32, 5 Jun 75, Responsibilities for Technical Escort of Dangerous Materials.
4. FM 55-30, 14 Mar 80, Army Transport Units and Operations.
5. TC 9-20, 3 Oct 88, Technical Escort Operations.
6. Confidential USAREUR Reg 50-100 w/chgs 1-7, 20 Feb 79, Nuclear and Chemical Surety.
7. USAREUR Reg 55-355, 30 Dec 86, Joint Transportation and Traffic Management Regulation - Central Europe.
8. USAREUR Reg 385-61, Undated, Safety, Chemical Agents GB & VX.
9. USAREUR OPLAN 4332, 13 Apr 90.
10. 59th Ord Bde Reg 385-2, 16 Jan 90, Safety, Chemical Agents GB & VX.
11. 59th Ord Bde OPLAN 4332, 12 Apr 90.



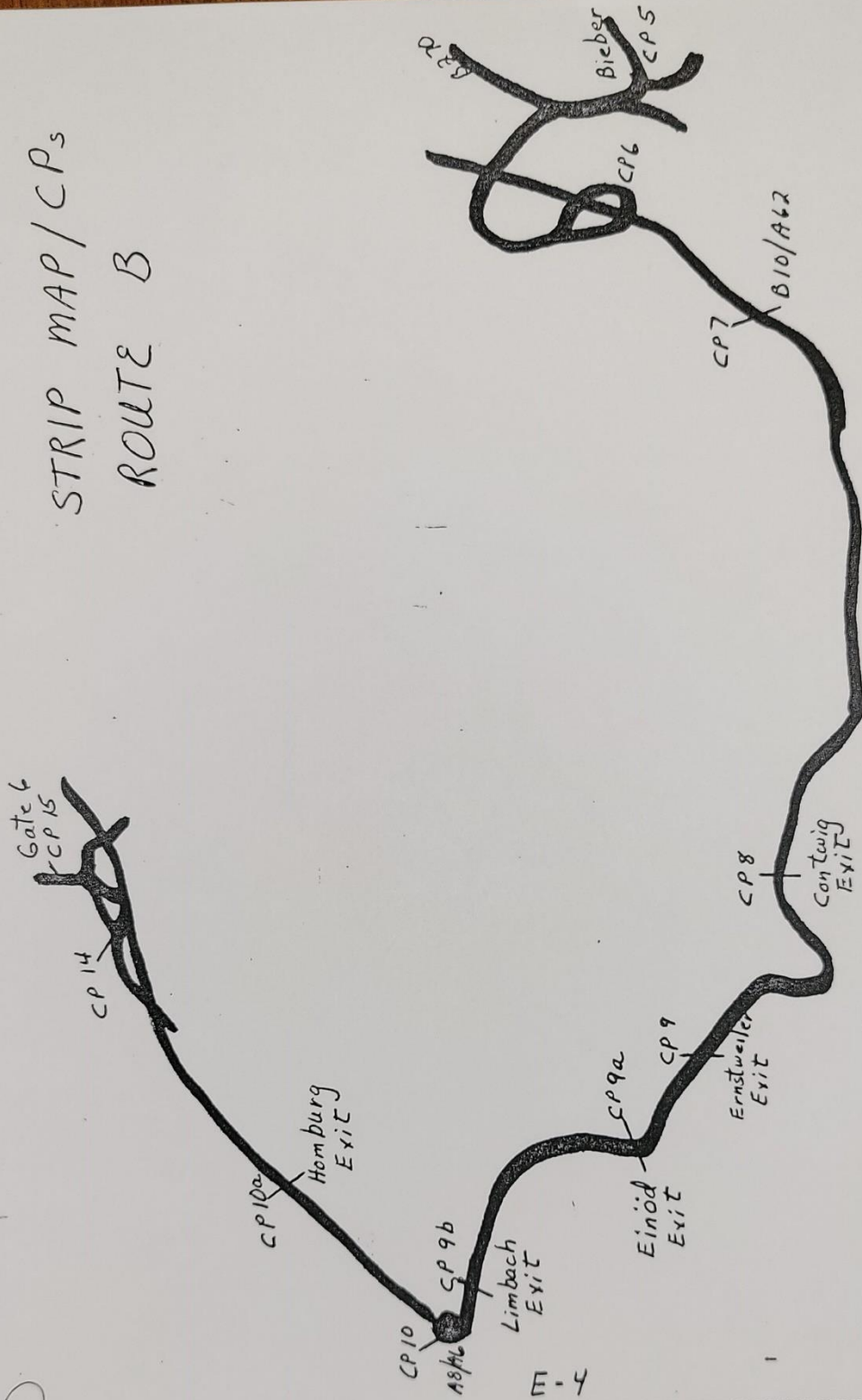


STRIP MAP/CPs  
ROUTE A

1

E-3

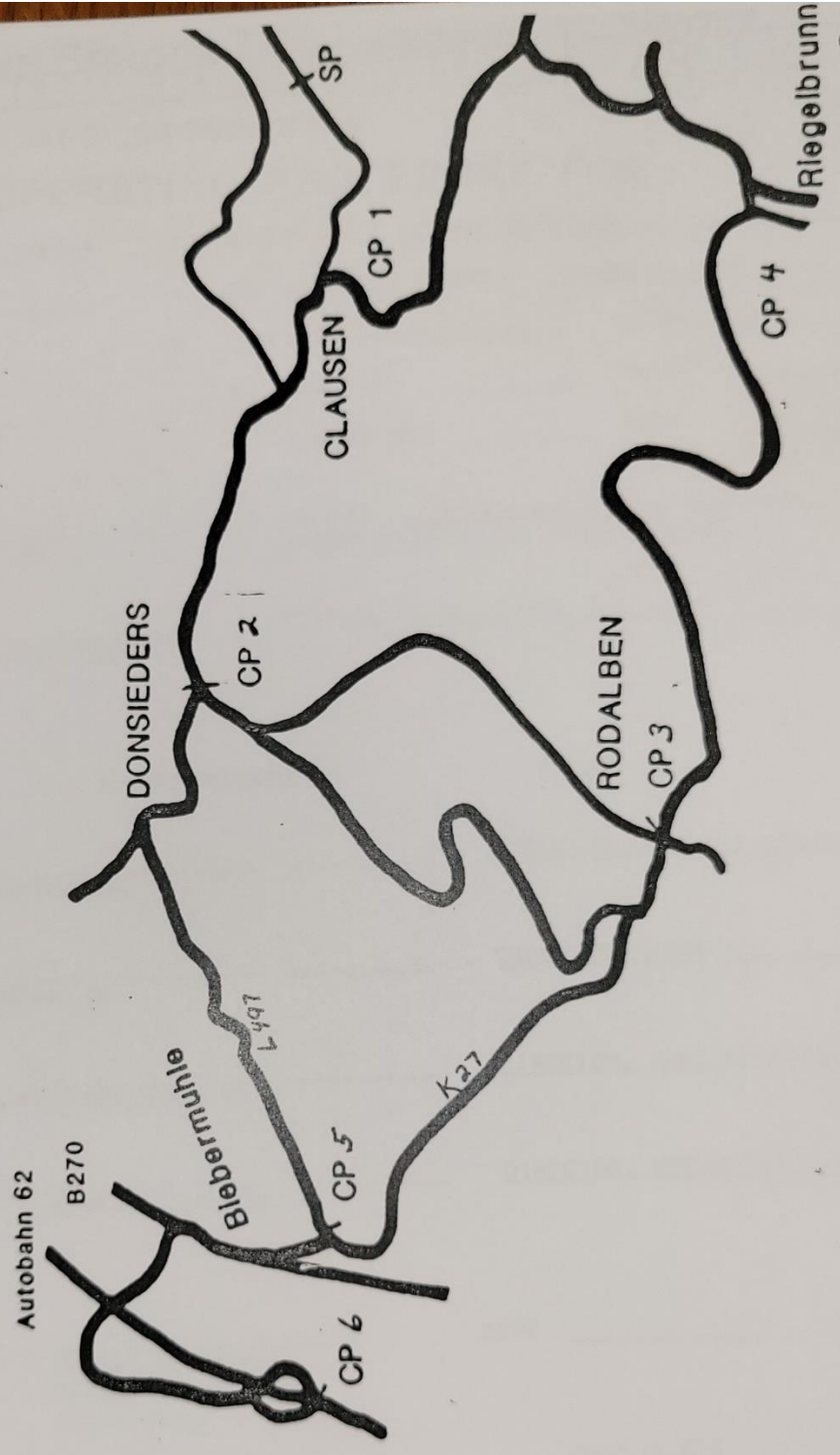
STRIP MAP/CPs  
ROUTE B





STRIP MAP/CPs  
ROUTES 1, 2, + 3

Route 1 = CP1-  
Route 2 = CP1-1  
Route 3 = CP1-2





Ver:   
 (14)

AP0 09059 - 3866

STANDING OPERATING PROCEDURE FOR :

- 1. ITEM: MOBILE CRANE (SIDELOADER)  
OPERATIONS
- 3. OPERATION: MILVAN HANDLING
- 4. ORGANIZATION SYMBOL: AEROD-MI-SSP
- 5. SOP NO: RHN-0000-L-111 DATE: \_\_\_\_\_  
  - a. REV NO: \_\_\_\_\_ DATE: \_\_\_\_\_
  - b. CHANGE NO: \_\_\_\_\_ DATE: \_\_\_\_\_

6. PREPARED BY: \_\_\_\_\_ TITLE: C/Storage Planning Branch  
GUENTER BECKER PHONE EXTENSION: 486-3824/3613

7. SUBMITTED BY: \_\_\_\_\_ TITLE: Act C/PPC Division  
DEAN E. GEORGE, CW2

8. CONCURRENCES:

OFFICE	SIGNATURE/DATE	TITLE
DIR FOR QUAL ASSUR	<u>ROBERT ROTHENBERG</u>	<u>DIRECTOR, QUALITY ASSURANCE</u>
SAFETY OFFICE	<u>OBIE JOHNSON, JR.</u>	<u>DIRECTOR, SAFETY</u>
DAO	<u>JAMES A. PICKENS, LTC, OD</u>	<u>DIRECTOR, AMMO OPERATIONS</u>
DIR FOR SECURITY	<u>WILLIAM O. McCORMACK, CPT (P)</u>	<u>DIRECTOR, SECURITY</u>

12. APPROVAL \_\_\_\_\_ DATE \_\_\_\_\_  
THOMAS M. TOBIN  
Colonel, OD  
Commanding

DRAFT

UNCLASSIFIED

13

SOP - Supervisor's Statement

JF NO RHN-0000-L-111 REV NO \_\_\_\_\_ CHANGE NO \_\_\_\_\_ DATE \_\_\_\_\_

1. The Supervisor will sign this statement:

- a. When first assigned as supervisor of the operation.
- b. When an approved formal or interim change is made to the SOP.
- c. At least once per quarter during continuing operations.
- d. After absence from the job in excess of 15 consecutive workdays.

2. I have personally reviewed each of the operational steps of the SOP and have no question in my mind that the operation can be performed safely, efficiently and in an environmentally acceptable manner. I have trained the operators in the details of their part of the operation and have instructed them to follow the SOP without deviation.

SUPERVISOR'S NAME

DATE

_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

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0101 15-111

(11)

SOP NO: RHN-0000-L-111 DATE: \_\_\_\_\_

REV NO: \_\_\_\_\_ DATE: \_\_\_\_\_

CHANGE NO: \_\_\_\_\_ DATE: \_\_\_\_\_

OPERATIONAL INDEX

<u>OPER NO</u>	<u>BLDG NO OR SITE</u>	<u>BAY NO</u>	<u>TOTAL EXPLOSIVE ALLOWED IN BAY KG</u>	<u>DESCRIPTION OF OPERATION</u>	<u>PAGE NO</u>
1	Motor Pool or Railhead Loading Dock Area		N/A	PREOPERATIONAL SIDELOADER INSPECTION	7 + 8
2	Railhead Loading Dock Area		N/A	DOWNLOADING OF MILVAN FROM TRAILER AND MOVEMENT TO HOLDING PAD	9 - 1
3	Railhead Loading Dock Area		N/A	LOADING OF MILVAN ONTO RAILCAR	12 - 14

TOTAL EXPLOSIVE WEIGHT: N/A  
===

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10

OPERATIONAL INDEX (CONT'D)

SOP NO: RHN-0000-L-111 DATE: \_\_\_\_\_

REV NO: \_\_\_\_\_ DATE: \_\_\_\_\_

CHANGE NO: \_\_\_\_\_ DATE: \_\_\_\_\_

- APPENDIX NO: A. RAILHEAD LAYOUT
- APPENDIX NO: B. PREOPERATION CHECKLIST FOR SIDELoader EQUIPMENT
- APPENDIX NO: C. SIDELoader POSITIONING GUIDANCE
- APPENDIX NO: D. MILVAN POSITIONING GUIDANCE
- APPENDIX NO: E. MILVAN SERIAL NUMBER CONTROL SHEET

- REFERENCES:
1. SOP RHN-0000-L-109, TRUCK/TRAILER CONVOYS
  2. OPERATING INSTRUCTIONS FOR "KLAUS" MOBIL CRANE, TYPE KM32 (SIDELoader)
  3. TM9-1300-206, AMMUNITION AND EXPLOSIVE STANDARDS
  4. TB 43-0142, SAFETY INSPECTION AND TESTING OF LIFTING DEVICES

DRAFT

UNCLASSIFIED

OPERATIONAL INDEX (CONT'D)

SOP NO: RHN-0000-L-111 DATE: \_\_\_\_\_

REV NO: \_\_\_\_\_ DATE: \_\_\_\_\_

CHANGE NO: \_\_\_\_\_ DATE: \_\_\_\_\_

8

REMARKS:

12. Motor vehicles involved in MILVAN handling will be equipped with one class 10-BC rated portable fire extinguishers. For vehicles transporting ammunition/explosives the class 10-BC extinguishers should be mounted outside the cab on the drivers side.
13. All drivers and other employees handling ammunition and explosives should be properly instructed as to the best methods in using the fire extinguishers and in procedures to extinguishing gasoline or tire fires. If ammunition or explosives are involved, evacuate immediately while giving the alarm.

UNCLASSIFIED

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OPERATIONAL INDEX (CONT'D)

SOP NO: RHN-0000-L-111 DATE: \_\_\_\_\_

REV NO: \_\_\_\_\_ DATE: \_\_\_\_\_

CHANGE NO: \_\_\_\_\_ DATE: \_\_\_\_\_

(8)

REMARKS:

12. Motor vehicles involved in MILVAN handling will be equipped with one class 10-BC rated portable fire extinguishers. For vehicles transporting ammunition/explosives the class 10-BC extinguishers should be mounted outside the cab on the drivers side.
13. All drivers and other employees handling ammunition and explosives should be properly instructed as to the best methods in using the fire extinguishers and in procedures to extinguishing gasoline or tire fires. If ammunition or explosives are involved, evacuate immediately while giving the alarm.

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A. STANDING OPERATING PROCEDURE FOR: MOBILE CRANE (SIDELOADER) OPERATIONS B. OPERATION NO: 1

C. BAY NO: MOTOR POOL OR RAILHEAD LOADING DOCK AREA

D. SOP NO: RHN-0000-L-111 DATE: \_\_\_\_\_

E. REV NO: \_\_\_\_\_ DATE: \_\_\_\_\_

F. CHANGE NO: \_\_\_\_\_ DATE: \_\_\_\_\_

G. OPERATION: PREOPERATIONAL SIDELOADER INSPECTION

H. EXPLOSIVE LIMITS: N/A

	BLDG	OPERATION	TOTAL BAY
UNITS: _____	_____	_____	_____
KG: _____	_____	_____	_____

I. PERSONNEL LIMITS: OPERATORS: \_\_\_\_\_

TRANSIENTS: \_\_\_\_\_

J.

STEP NO	DESCRIPTION	SPECIFIC INSTRUCTIONS (SAFETY, OPERATIONAL, QUALITY CHECKS)
1.	Prepare for sideloader inspection.	1. (O) Obtain logbook and checklists from Dispatcher Office.
2.	Inspect all items on checklist.	2. (O) Using checklist, inspect each position listed for compliance with established acceptance criteria. (O) Deficiencies noted which can be corrected by the driver/co-driver will be immediately corrected. (O) Deficiencies noted which cannot be corrected by the driver/co-driver will be noted on inspection checklist and turned-in to DS-EMD for immediate correction. (S) Wear safety helmet while inspecting sideloaders.
3.	Complete sideloader inspection.	3. (O) If sideloader passed the preoperational inspections, obtain the trip ticket from the Dispatcher Office. (O) Move sideloader to the MILVAN offloading area or MILVAN holding area at the railhead.

K. SPECIAL REQUIREMENTS:

- Sideloaders not meeting inspection criteria listed on checklist will be immediately removed from ammunition handling operations and reported to DS-EMD for repair.
- Fuel tanks on truck and separate pump drive engine should be 80 % full before moving sideloaders to operational area.

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OPERATION NO: 1 (CONT'D)

SOP NO: RHN-0000-L-111 DATE: \_\_\_\_\_

REV NO: \_\_\_\_\_ DATE: \_\_\_\_\_

CHANGE NO: \_\_\_\_\_ DATE: \_\_\_\_\_

L. EQUIPMENT, TOOLS, GAGES, AND SUPPLIES:

ITEM	QTY RQRD	SPEC NO or DWG NO	NSN
Gloves, leather	2		
Helmet, safety	2		
Checklist	as required		
Clipboard	1		
Pencil and/or ball pen	as required		

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STANDING OPERATING PROCEDURE FOR: B. OPERATION NO: 2

MOBILE CRANE (SIDELOADER) C. BAY NO: RAILHEAD LOADING DOCK AREA

OPERATIONS D. SOP NO: RHN-0000-L-111 DATE:

E. REV NO: DATE:

F. CHANGE NO: DATE:

OPERATION: DOWNLOADING OF MILVAN FROM TRAILER

EXPLOSIVE LIMITS: N/A BLDG OPERATION TOTAL BAY

UNITS: KG:

PERSONNEL LIMITS: OPERATORS:

TRANSIENTS:

J.

STEP NO DESCRIPTION SPECIFIC INSTRUCTIONS (SAFETY, OPERATIONAL, QUALITY CHECKS)

<p>1. Position sideloader.</p> <p>2. Load MILVAN from trailer onto sideloader.</p>	<p><u>CAUTION:</u> IF, AT ANY TIME, THE MILVAN IS DROPPED, STOP OPERATION AND PROCEED IAW SOP _____.</p> <p>1.(0) Position sideloader along side of trailer loaded w/MILVAN, see ANNEX C.  (S) Set brakes.  (0) Start pump drive engine on lifting crane and wait for built-up of hydraulic pressure.  (0) Unlock outriggers  (0) Extend outriggers as far as possible. Lower plates until all wheels (except one braked axle of tractor) are lifted from ground.  (S) If ground is soft (tar in summer, soil etc), wooden boards should be placed underneath the outrigger plates.</p> <p>2.(S) Ensure that all four (4) locking bolts on spreader are properly fitted into MILVAN lifting eyes and are locked. The co-driver will assist to verify the proper positioning of the spreader on the MILVAN.  (0) Load MILVAN from trailer onto sideloader.  (S) Stay w/load on minimum height, creep the load as low as possible.  (0) Rest MILVAN on sideloader chassis. Secure in place.  (0) Move auxiliary arms w/spreader into transport position.  (0) Move outriggers back into rest position and lock.  (0) Stop pump drive engine.</p>
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OPERATION NO: 2 (CONT'D)

SOP NO: SHN-0000-L-111 DATE: \_\_\_\_\_

REV NO: \_\_\_\_\_ DATE: \_\_\_\_\_

CHANGE NO: \_\_\_\_\_ DATE: \_\_\_\_\_

STEP NO	DESCRIPTION	SPECIFIC INSTRUCTIONS (SAFETY, OPERATIONAL, QUALITY CHECKS)
3.	Move sideloader to MILVAN holding area.	<p><b>CAUTION:</b> IF, AT ANY TIME, THE MILVAN IS DROPPED, STOP OPERATION AND PROCEED IAW SOP _____.</p> <p>3. (D) Move sideloader to MILVAN unloading area.</p>
4.	Unload MILVAN onto preselected holding pad.	<p>4. (D) Position sideloader for unloading of MILVAN, see ANNEX C. (S) Set brakes. (D) Start pump drive engine on lifting crane and wait for built-up of hydraulic pressure. (D) Unlock outriggers. (D) Extend outriggers as far as possible. Lower plates until all wheels (except one braked axle of tractor) are lifted from ground. (S) If ground is soft (tar in summer, soil etc), wooden boards should be placed underneath the outrigger plates. (D) Load MILVAN from sideloader onto holding pad. (S) Stay w/load on minimum height, creep the load as low as possible. (D) Place lumber 4" by 4", approx 1' long, underneath the MILVAN bottom at the outside edges. (D) Move auxiliary arms w/spreader into transport position. (D) Move outriggers back into rest position and lock. (D) Stop pump drive engine. (D) Return sideloader to convoy offloading area to continue operation.</p>

SPECIAL REQUIREMENTS:

1. Prior to start of any lifting operation, make sure that no personnel are present within the operational radius of the sideloader.
2. Never drive out a hydraulic cylinder w/full power and full load to its end stop. Stop driving just until the cylinder is pushed out completely.
3. Always observe signals given by the co-driver assisting in MILVAN loading/unloading.

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OPERATION NO: 2 (CONT'D)

SOP NO: RHN-0000-L-111

DATE: \_\_\_\_\_

REV NO: \_\_\_\_\_

DATE: \_\_\_\_\_

CHANGE NO: \_\_\_\_\_

DATE: \_\_\_\_\_

L. EQUIPMENT, TOOLS, GAGES, AND SUPPLIES:

ITEM	QTY RQRD	SPEC NO or DWG NO	NSN
Wooden boards (support blocks)	4		
Jacket, safety (fluorescent, orange)	2		
Helmet, safety	2		
Lumber 4" x 4" x 1' per milvan	4		
Leather gloves	2		

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A. STANDING OPERATING PROCEDURE FOR: MOBILE CRANE (SIDELOADER) OPERATIONS

B. OPERATION NO: 3

C. BAY NO: RAILHEAD LOADING DOCK AREA

D. SOP NO: RHN-0000-L-111 DATE: \_\_\_\_\_

E. REV NO: \_\_\_\_\_ DATE: \_\_\_\_\_

F. CHANGE NO: \_\_\_\_\_ DATE: \_\_\_\_\_

G. OPERATION: LOADING OF MILVAN ONTO RAILCAR

H. EXPLOSIVE LIMITS: N/A

UNITS:	KG:	BLDG	OPERATION	TOTAL BAY
_____	_____	_____	_____	_____

I. PERSONNEL LIMITS: OPERATORS: \_\_\_\_\_

TRANSIENTS: \_\_\_\_\_

J.

STEP NO	DESCRIPTION	SPECIFIC INSTRUCTIONS (SAFETY, OPERATIONAL, QUALITY CHECKS)
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CAUTION: If , at any time, the MILVAN is dropped, stop operation and proceed IAW SOP \_\_\_\_\_.

- |  |  |
|--|--|
| 1. Position Sideloader.                                | 1.(D) Position sideloader along side of designated MILVAN, see ANNEX C.<br>(S) Set brakes.<br>(D) Start pump drive engine on lifting crane and wait for built-up of hydraulic pressure.<br>(D) Unlock outriggers.<br>(D) Extend outriggers as far as possible. Lower plates until all wheels (except one braked axle of tractor) are lifted from ground.<br>(S) If ground is soft (tar in summer, soil etc), wooden boards should be placed underneath the outrigger plates.   |
| 2. Pick-up MILVAN from ground and place on sideloader. | 2.(S) Ensure that all four (4) locking bolts on spreader are properly fitted into MILVAN lifting eyes and are locked. The co-driver will assist to verify the proper positioning of the spreader on the MILVAN.<br>(D) Lift MILVAN from ground and rest on sideloader. Secure in place.<br>(S) Stay with load on minimum height, creep the load as low as possible.<br>(D) Move auxiliary arms w/spreader into transport position.<br>(D) Move outriggers back into rest position and lock.<br>(D) Remove 4" x 4" lumber pieces from ground and place aside for later pick-up by storage crew personnel. |

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OPERATION NO: 3 (CONT'D)

SOP NO: RHN-0000-L-111

DATE: \_\_\_\_\_

REV NO: \_\_\_\_\_

DATE: \_\_\_\_\_

CHANGE NO: \_\_\_\_\_

DATE: \_\_\_\_\_

EQUIPMENT, TOOLS, GAGES, AND SUPPLIES:

ITEM	QTY RQRD	SPEC NO or DWG NO	NSN
Wooden board (support blocks)	4		
Jacket, safety (fluorescent, orange)	2		
Helmet, safety	2		
Leather gloves	2		

To SFC, Retired, Robert Heizler and Gloria (Stayrook) Heizler (Specialist - Promotable) Eight-year Veteran), thank you for all those documents it truly outlines the mission for the 76<sup>th</sup> Transportation Company. All eyes were on the company, and you excelled at it.

**ORIGINAL SIGNED ON 13 October 2023**

Everette F. Coppock III

Command Sergeant Major, US Army, Retired

Transportation Corps, 1977-2007

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