

POLICE TACTICS & TECHNIQUES

Convoy escort



Background

In UN Peacekeeping Operations FPU's may be tasked with convoy escort duties to protect supplies and ensure the unhindered passage of UN equipment into or within the Mission. They may be required to assist with aid convoys to oversee the distribution of food and supplies to where they are needed and to protect them from criminal attack and theft.

Any convoy escort will be subject to the relevant threat assessment and information and intelligence are key to the planning and preparation required by the convoy Commander, this module gives the members of the FPU the ability to plan for a convoy escort and carry out various contingency drills.

Aim

To familiarize the FPU members with the security procedures for UN convoys and to apply those procedures

Learning outcomes

On completion of this module the students will be able to:

- Plan a safe convoy escort
- Demonstrate convoy drills
- Demonstrate the correct action for the various contingencies

Training sequence

The material in this module is designed to be delivered over a 40 minute classroom based theory lesson followed by 4 hours of practice, which should include at least one hour for assessment. This is on the assumption that the students have received no previous training in this subject.

Duration

Minimum Session time	Lecture/Presentation	Question/Assessment	Session Activities
4 hours 40 mins	40 mins	1 hour	3 hours
Additional Options	Mission Specific	Optional film	Optional activity

There are four hours of practice recommended for this subjects which should be carried out at the discretion of the instructor. The practice should be in a realistic situation. A first phase of theoretical learning should be conducted with a sandbox, in order for all trainees to get a broader view of all the elements involved but also save time. Real size exercises of the escort of convoy are very much time and means

consuming. As much as possible, reactions to ambushes and simulations with frag orders issued by radios for table top exercises will allow trainees to get a good understanding of the manoeuvre having a lot of them involved at the same time. However, this training shouldn't remain only theoretical.

A number of officers/instructors will be required to act as role players so that the unit can practice various drills and Immediate Actions.

Methodology

This module contains a Power Point theory presentation to explain and show the various techniques, however, the majority of this module should be taught in a practical manner using the format:

- Explanation by the instructor
- Demonstration by the instructor
- Imitation by the students (with instructor correcting where necessary)
- Practice by the students until the technique is perfected

At the end of the final stage the instructor will be able to assess if the student is competent in the technique having carried out continuous assessment throughout the preceding lessons.

The instructor should inform participants of the content, format and timing. Knowing what to expect, participants can improve their ability to focus on the subject and benefit better from the session.

- Theory of convoy escort (40 minute classroom lesson)
- Practice (4 hours of practical lessons)

A number of the practical periods should be conducted in the form of exercises which should be carried out in as realistic situation as possible, with the use of other officers acting as pedestrians and road users

Instructors are encouraged to add practical examples and mission specific information, related to the specific deployment of participants, if known.

Instructor Profile

This module is best presented by an instructor who has practical experience in peacekeeping operations and who could share his/her experience with the group. They must be practiced and skilled to be able to demonstrate the technique correctly. If there is more than one instructor, at least one should have practical experience as trainer in either domestic policing or a peacekeeping mission.

Instructor Preparations

Required Readings

- DPKO Policy on Formed Police Units in United Nations Peacekeeping Operations
- FPU Training Handbook
- Basic Principles on the Use of Force and Firearms by Law Enforcement Officials

General Preparations

Equipment:

1. Computer and PowerPoint slides for lesson 1
2. Projector and Screen for lesson 1
3. Vehicles

Training Area:

The initial lesson should be carried out in the classroom; however subsequent lessons will need a large open area where students can construct checkpoints and hazards for a convoy to cross. They will also need a number of civilian vehicles (trucks or vans if possible) to simulate the convoy.

Simulation:

If it is impractical or the facilities above are not available it is possible to carry out the training using table top models. However this will not give the members of the FPU the opportunity to practice the skills on the ground.

Session notes

Lesson 1 – Convoy Escort (Theory)

Contents:

<p style="text-align: center;">CONTENTS</p> <ul style="list-style-type: none">• Aim• Learning Outcomes• FPU Role• Organisation• Communicatians & Equipment• Commanders responsibilities• Contingencies• Summary

Slide 1

<p style="text-align: center;">AIM</p> <p style="text-align: center;">Familiarize and practice the FPU in the provision of security for UN convoys</p>

Slide 2

LEARNING OUTCOMES

On completion of this module the students will be able to:

- Demonstrate convoy drills
- Demonstrate the correct action for the various contingencies

Slide 3

FPU ROLE

- To ensure the free movement of the convoy in line with the Mission mandate
- Convoy protection and intervention in case of attack




Slide 4

The FPU role in Convoy Escort is to ensure the free movement of UN supplies and aid in line with the Mission mandate. This is especially important in volatile areas where there may be criminal or rebel groups operating outside of any peace agreement.

The FPU officers when operating in a convoy protection function, facilitate the passage of the convoy through territory and if necessary to protect the convoy if attacked.

VARIABLE FACTORS

- Operational situation
- Environment
- Itinerary
- “Sensitivity” of the convoy
- Conditions of roads and traffic



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There will be a number of variable factors with each convoy which will be part of the risk assessment process. It will define the level of protection that the FPU commander will assign to it.

The operational situation on the ground that the convoy will cover will be paramount. If the convoy is to cross disputed territory, with several armed factions in the area the required level of protection will be higher. If it is to cross from an aid depot to a distribution centre on the other side of a town, where there is a responsible host state police presence, then the level of protection is not as high..

The environment through which the convoy will cross is equally important and may necessitate the addition of equipment to deal with extremes of weather (snow and ice or mud and sand).

The commanding officer in charge of the protection of the convoy will have to consider number of questions, e.g. will it cross a long distance; is there the need for a number of stops; will different vehicles join at different point on the route; will the itinerary take it through dangerous territory. The more thorough this assessment phase will be, the better the unit should be prepared to face the various challenges.

The sensitivity of the convoy may depend on the content of the convoy or the nature of the political situation in the country at the time. There may be objections to the movement of UN convoys, either motivated by political groups or just distrust of the local population to strangers moving through their lands. In either case, they are key factors in the threat assessment process. Finally the condition of the roads and the amount of traffic need to be taken into consideration.


Convoys are best kept moving in order to ensure their own safety. However, if the

traffic is congested, the commander may have to reconsider the route.

The condition of the roads can vary from high quality tarmac or concrete to sand and dirt tracks the latter will bring specific challenges to keep the convoy moving. It affects dramatically the average speed the convoy can sustain, taking into account the road itself but also the gas consumption by the vehicles and many other factors. Getting information and feedback from people who have already the experience of this road should be sought.

GENERALITIES

- Max. number of vehicles: 15-20
- Speed average: 30 – 60 km/h
- Distance between vehicles: about 70 mt.
- Distance between groups (potential): 300-400 mt.
- Crews: at least two armed police officers on each vehicle



Slide 6

Generally the maximum number of vehicles in a convoy should be between 15 – 20 since more vehicles make it difficult to manage and extend the convoy over a long distance. However this fact is often, for a number of reasons, way longer convoys are often organised and their security has to be ensured. If possible, splitting the convoy in several smaller more manageable ones can address some of these issues. However, it is much more consuming in terms of staffing and FPU vehicles..

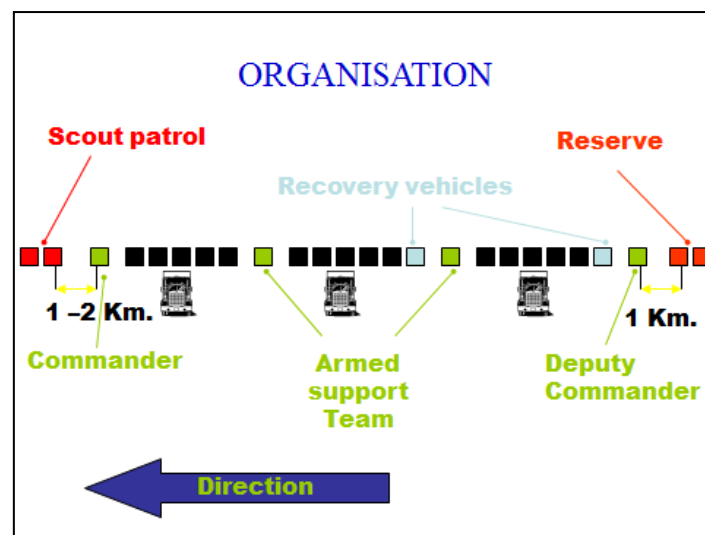
The average speed should be between 30 – 60 km per hour. However, the convoy will move at the speed of the slowest vehicles and will be affected a lot by the road conditions. Some trucks can be reasonably fast in the sand and slow on a good road and the opposite is also true. A good knowledge of the itinerary, its specificities but also the vehicles' respective constraints is also part of the information the convoy commander will have to take into account. A discussion/briefing with the truck drivers before the departure is to be advised.

There should be a constant distance between vehicles of around 70 metres. This should give sufficient braking distance and at the same time discourage vehicles from cutting in between vehicles or pedestrians crossing the road between vehicles.

This however, has to be adjusted when the convoy enters in an urban area where the distance between vehicles should be significantly diminished to avoid the convoy to be split and attacked. Putting vehicles on two lines can be a solution.

The vehicles should be grouped together between the protection elements and there should be about 300 – 400 metres between each of these groups. This makes it harder for any ambush as the convoy is not too close and therefore an ambush would have to be extended over a longer distance.

Where practicable, each vehicle should contain a buddy team (both armed) in addition to the support elements. Radio equipment for each of them is also a requirement. In case it is not achievable, a radio in every second vehicle is a way to address that.



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Slide 7 shows the outline of the organisation with the various elements that will be described below. The Scout and Reserve elements will be around 1 Kilometre from the main convoy to give sufficient time to react, through rerouting or, if appropriate, stop the convoy in a safer position and wait for reinforcement, if necessary.

The Commander and Deputy Commander will travel with Armed Support Teams.

SCOUT PATROLS

(Advanced recce party)

- Moves with two light armored vehicles
- Precedes convoy approx. 1 – 2 km.
- Minor engineering capability
- Recces critical points
- Removes obstacles



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These form the advanced reconnaissance element of the convoy protection. It should be 1 to 2 kilometres ahead of the main convoy. Their task is to spot any danger and either deal with it or stop or reroute the convoy and warn them of the obstruction or danger.

They are normally in two light armoured vehicles.

They need to have obstacle removal equipment such as chainsaws and pulleys to remove light barricades, fallen trees etc. that may be blocking the road so that the convoy has clear passage. Limited public order/less than lethal equipment can be also embarked, (smoke, teargas grenades, flares, shields) and first aid kit as well advisable. Binoculars and night vision goggles can also be useful.

ARMED SUPPORT TEAMS

- Two light armored vehicles
- On average 5 – 7 officers per vehicle
- Tasked with direct defence of the convoy



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The Armed Support Teams are the main protection for the convoy and travel with it interspersed between the groups. They should be in light armoured vehicles with about 5 -7 officers in each. They will react to any incidents that immediately affect or threatens the convoy (see contingencies later in the module)

RESERVE AND AMBUSH REACTION PATROLS

- Two light armored vehicles
- Follow the convoy at a distance
- Reserve and ambush reaction



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The reserve element travels about 1 kilometre behind the convoy and is called forward when necessary by the convoy commander to deal with contingencies; they are also the response to any ambush and will deploy to protect the convoy (see later

section). Once again they are normally deployed in two light armoured vehicles.



Slide 11

Where air assets are available in a Mission they should be deployed to support and recce the route of the convoy.

COMMUNICATIONS

EXTERNAL

- UN Police HQ
- UN Police Stations in convoy's transit area
- Emergency radio frequencies/procedures

INTERNAL

- Operational radio net in all vehicles
- Operational radio net with all escort vehicles including reconnaissance and reserve
- Support helicopters and Casevac

Slide 12

Communication is a key element to control the convoy and the Commander will need to establish good communications with the UN Control Centre as well as with any UN police stations on the convoy route so that mutual support can be sent if


required. The Commander will also need to have set up radio procedures with set frequencies and code words where required.

Internally, there will need to be close communication between the various elements in the convoy.

Where there are independent Air Support and Medical arrangements have been made, there is the need to establish good communications between them and the convoy.

SPECIAL EQUIPMENT

- Radios
- Flares, CS and smoke grenades
- Mine detectors
- Equipment for obstacles removal
- Medical equipment
- Signs: *“UNCONVOY–DON’T OVERTAKE”*



Slide 13

The Commander should consider the following specialist equipment:

Short wave hand held radios available to each of the officers in the convoy vehicles in addition to the main radio equipment in the police vehicles.

Flares in different colours can be used to indicate various contingencies;

For example, a landing zone for casualty evacuation, a warning to the main convoy of danger ahead (by the scout team) there should also be a number of illumination flares if the convoy is going to be travelling in the dark. CS and smoke grenades are also useful for covering movement if attacked. Public order equipment should also be added for the FPU officers in order to be able to deal with threats of a non-lethal nature.

Mines are likely to be a constant threat in Peacekeeping Missions, simple mine detecting equipment will be useful if the convoy enters a minefield. However, unless in case of emergency, mine detection should normally be carried out by trained personnel and the Commander should call for the nearest Engineer unit or UNMAS, the UN HQ will coordinate.


The Scout group should have light engineering capability and therefore they will need equipment of barricade removal. The precautionary measures already explained in the lesson regarding how to deal with barricades still apply.

Medical equipment should always be carried. On long distance convoys it may be appropriate to deploy an ambulance on the convoy.

Finally the convoy should carry signs in the local language which state "UN Convoy do not overtake".

**RESPONSIBILITIES OF THE CONVOY
COMMANDER**

- Commander is in charge of the convoy
- Operation order
- Formation layout & speed
- Radio procedures
- Detailed route description
- Dynamic threat assessment
- Code-words



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The convoy Commander is in overall charge of the convoy. However, he must bear in mind that the drivers are not police or military personnel and they will have different experiences. Therefore, it is important to remember that they are not likely to react in the same disciplined way as the FPU. This is why it is important to have a police officer buddy team accompanying them in the cabin of their vehicle.

As the Convoy Commander, he will be responsible for writing the Operation Order for the convoy and briefing the appropriate officers. This will include the formation of the convoy and who will comprise the various elements; they will also decide on any special equipment, the radio procedures, code words and the route.

He will be responsible for carrying out dynamic risk assessments as events unfold

before them.

CONTINGENCIES

ROAD ACCIDENT

- Stop the convoy
- 360° security
- Traffic regulation
- Inform Operation Centre
- First aid & Casevac
- Organise LZ

RE-START THE CONVOY AS SOON AS POSSIBLE

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In the event of a road accident, the Commander will need to stop the convoy and assess the situation. The priority will be to protect the convoy so the reserve will be called in to assist with all round security. The priority will be to get the convoy moving again as soon as possible.

Officers are likely to be required to regulate traffic around the accident site and keep other traffic moving.

The UN HQ will need to be informed and arrangements made for recovery of any damaged vehicles. There may also be the need to transfer loads.

Any injuries should be dealt with as a priority using the first aid support on the convoy and if appropriate, casualties should be airlifted to the nearest hospital which will require identification of appropriate landing zones for air support.

CONTINGENCIES

BREAKDOWN

- Stop the convoy
- 360° security
- Remove blockage
- Inform Operation Centre
- Tow the vehicle OR
- Redistribute the load to other vehicles



RE-START THE CONVOY AS SOON AS POSSIBLE

Slide 16

In the event of a breakdown, the Commander will need to stop the convoy and assess the situation. The priority will be to protect the convoy so the reserve will be called in to assist with all round security. The priority will be to get the convoy moving again as soon as possible.


If the vehicle is blocking the road it will need to be cleared as soon as possible. However, in rural areas where mines may be located, It is necessary to be even more careful about going off the road.

The UN HQ will need to be informed and arrangements made for recovery of the vehicle unless there is a recovery truck with the convoy capable of carrying out this function (this will depend on the type and size of the broken down vehicle as well as the nature of the fault. There may also be the need to transfer loads).

CONTINGENCIES

CHECK POINT HELD BY CRIMINALS OR REBELS

- Stop the convoy
- 360° security
- Negotiate
- Clear checkpoint



RE-START THE CONVOY AS SOON AS POSSIBLE

Slide 17

Hopefully the Scout Group will have identified the checkpoint and the passage through it can be negotiated before the convoy arrives.

The Commander will stop the convoy and arrange all round security and where possible this will be done out of sight of the checkpoint.

If necessary the Commander will go forward and negotiate safe passage (see earlier module on checkpoints)

Once passage is secured, the convoy will be called up and travel straight through the checkpoint without stopping. The commander will remain as the convoy passes only leaving once all the convoy are through. He should keep a security deployment with him.

CONTINGENCIES

AMBUSH

- Use force to continue movement OR
- Avoid the killing zone
- Counter-ambush drills
- Inform Operation Centre
- Use of force to prevent capture of hostages
- First aid & Casevac where needed

RE-START THE CONVOY AS SOON AS POSSIBLE

Slide 18

If the convoy is ambushed, the convoy support must respond with force. If it is a light ambush this may be sufficient to deter the enemy units and they will simply give up the ambush and retreat. It is important to define the actual level of threat, in order to avoid overacting. In case of a public order type of threat, resorting to public order means is appropriate. Threatening an unarmed crowd with machine guns would be counterproductive.

In case of a real ambush with the presence of firearms and heavy weaponry in the hands of the assailants, the convoy should continue through, if possible, unless it can avoid the killing zone completely. However, once again, the key principle is to keep the convoy moving and therefore the scout and reserve element should be called in to attack the ambush site on its flanks. Care must be exercised as the enemy may have used mines to protect their ambush site. The vehicles under fire should shoot back vigorously on the designated threatening targets, in accordance with the principal of the ball of fire, typical of Infantry techniques. It aims at neutralising the threats and prevents the assailants to carry on accurate shootings. In the same perspective, shooting smock grenades between the convoy and the attackers will contribute to this attempt of protection. In case the convoy is actually blocked, (what should be happen if the ambush has been adequately organised), protection elements should disembark, look for cover and organise their deployment in order to engulf the all convoy. In case it is not achievable, the Convoy Commander may decide to regroup around one part of the convoy they can defend rather than keeping his line of defence being too thinly stretched out.

Civilian staff should look for cover and driver remaining close from their trucks in order to be able to drive the vehicle in case a breach is created in the enemy's

deployment and a fleeing route identified.

Immediate reporting to all convoy's elements is necessary but also to the UN HQ. If it is possible, warning should be given widely to all vehicles closing in toward the area.

The protection elements on the vehicles must be weary of individual attack on their vehicles to either steal the vehicle or take the driver in hostage. They should respond with appropriate force.


Once it is safe to do so, casualties should be given first aid and evacuation arranged.

In case casualties happen among the assailants, they should be adequately secured and provided with the necessary first aid. They may even have to be evacuated.

AMBUSH

WARNING!!

- Unauthorised entry of vehicles into the convoy
- Road blocks
- Mines

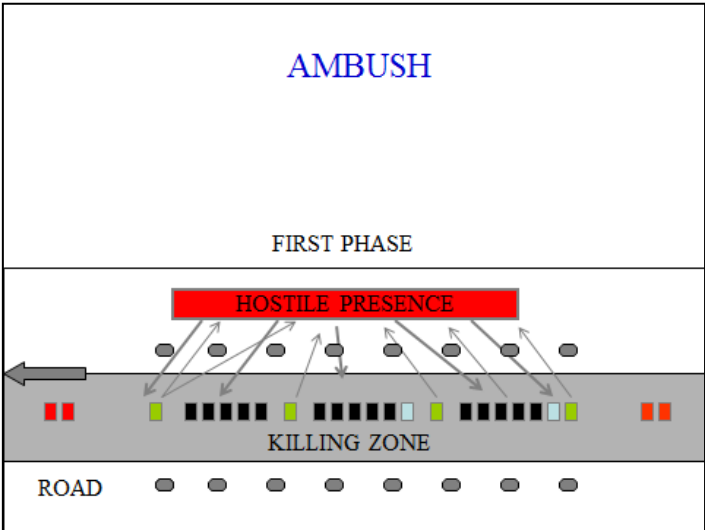


Slide 19

The use of vehicles to infiltrate the convoy and break it up may be an indication of an impending ambush.

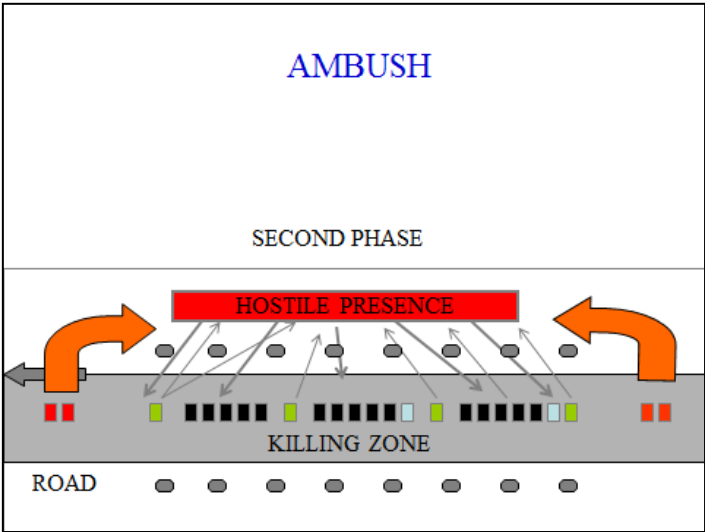
Similarly road blocks of any kind are possible indications of an ambush site. It is anticipated that the Scout Group will locate these prior to the arrival of the main convoy and deal with them appropriately.

Mines are a constant threat to Peacekeepers in post conflict situations. Officers should always be aware of their potential use.



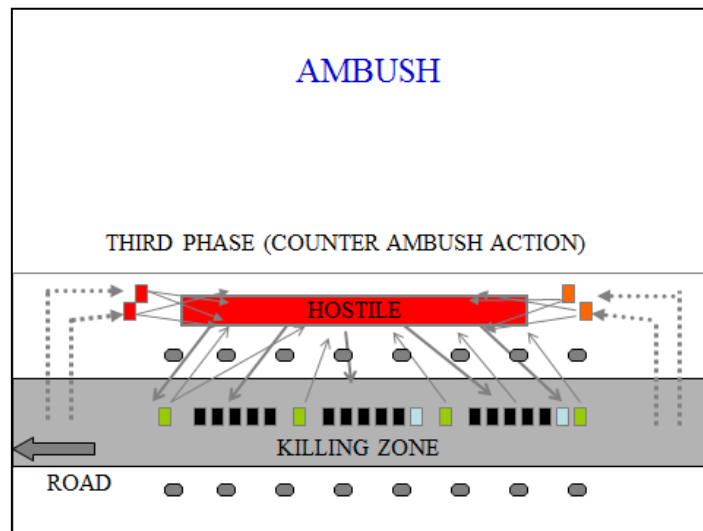
Slide 20

In the first phase of the ambush the enemy will engage the convoy. The Commander will have to make a rapid appraisal of the situation and issue commands for counter ambush contingencies.



Slide 21

In the second phase the Scout and Reserve elements will be brought in to initiate counter ambush procedures.



Slide 22

In the third phase the counter measures are pressed home to eliminate the ambush.

The slide is titled 'CONTINGENCIES' in blue. Below the title, there is a sub-section 'AMBUSH - KEY POINTS' in red. This section lists five key points: Counter-ambush, Maximum fire power, Threat assessment, Coordination, and Mobility. To the right of the list is a photograph showing a dirt road with several people and vehicles, illustrating a real-world scenario of an ambush or counter-ambush.

Slide 23

The key points in dealing with an ambush are to initiate Counter ambush measures, to respond with maximum firepower and at the same time the Commander must carry out a dynamic risk assessment to consider the tactical options, coordinate the response and then get the convoy back on the move again.

SUMMARY

- FPU Role
- Organisation
- Communicatians & Equipment
- Commanders responsibilities
- Contingencies

Slide 24

The officers should be given a summary of the key points of the lesson before being asked if they have any questions.



QUESTIONS

Police Division – FPU Programme

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