

POLICE TACTICS & TECHNIQUES

Vehicle Control



Background

One of the major roles of any UN police formation will be patrolling that means that patrol officers may be required to stop and search vehicles. If they are part of an executive mandate this will be a key element of their duties.

Vehicles stops can occur at any time. The situations are generally never planned and can be the result of different operations. Officers must be ready to handle these stops in a precise and controlled manner. Officers must always be ready for potentially threatening situations whenever approaching a stopped vehicle.

There is no such thing as a routine vehicle stop. Each time the police decide to stop a vehicle, there is a certain risk involved. In order to minimize the risk to the officer and the occupants stopped, the officer must always be aware of the potential dangers. Officers should never become careless during this task, although they cannot control everything in their environment. There are certain factors, which must be considered to minimize danger.

Because of the potential need to use deadly force officers must always be aware of their obligations under the use of force guidelines.

Searching vehicles is another aspect, whether as a result of their crime prevention duty in an executive mandate or as part of protecting access to UN buildings and facilities. Officers must be always aware of a systematic and safe method for searching vehicles. Both scenarios will be covered in this module.

Aim

To familiarize the FPU members with safely and professionally controlling vehicles

Learning outcomes

On completion of this module the FPU members will be able to:

- Outline the risk factors associated with vehicles control.
- Identify the role of the control and protection elements while controlling a vehicle.
- Identify regular and high risk vehicle controls
- Demonstrate the proper procedure for suspect extractions by both the control and protection elements.

Training sequence

The material in this module is designed to be delivered over eight 40 minute periods, the first two being a theoretical lesson with PowerPoint presentation the next five

being practical lessons where each of the individual techniques is demonstrated and practiced by the student. In the last lesson all will be practiced and the instructor will be able to assess the officers to ensure that they have learnt the techniques. This is on the assumption that the students have received no previous training in this subject. The curriculum allows for a further three lessons if required as this is a complex lesson which requires practice and can be combined with handcuffing and search techniques.

Duration

Minimum Session time	Lecture/Presentation	Question/Assessment	Session Activities
5 hours 30 mins	1 hour 40 mins		3 hours 30 mn
Additional Options	Mission Specific	Optional film	Optional activity

Methodology

This module contains two PowerPoint presentations to explain and show the various techniques used in stopping and searching vehicles. 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 stopping vehicles (50 mn classroom lesson)
- Theory of searching vehicles (50 mn classroom lesson)
- Practical stopping & searching (between 3 hours practical lessons)
- Revision and assessment of all the above techniques (30 mn practical lesson)

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

Instructor Profile

This module is best presented by an instructor who has practical experience in stopping and searching vehicles in peacekeeping operations and who could share his experience with the group should present the module. If there is more than one instructor, at least one should have practical experience in either domestic policing or peacekeeping mission.

Instructor Preparations

Required Readings

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

General Preparations

Equipment:

1. Computer and PowerPoint slides for lessons 1 & 2
2. Projector and Screen for lessons 1 & 2
3. Training weapons, handcuffs and vehicles for lessons 3 - 8

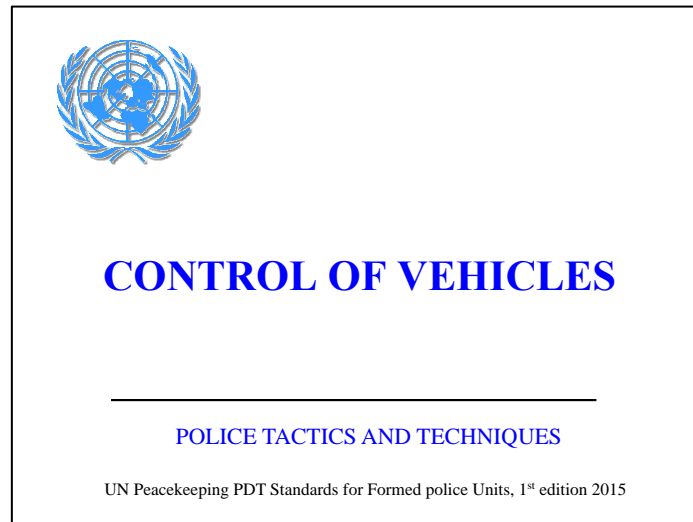
Training Area:

The initial two lessons should be carried out in the classroom; however subsequent lessons will need a large area where students can work with vehicles. A driver training area or training village are the most suitable sites but any area where there is a reasonable stretch of roadway will be suitable.

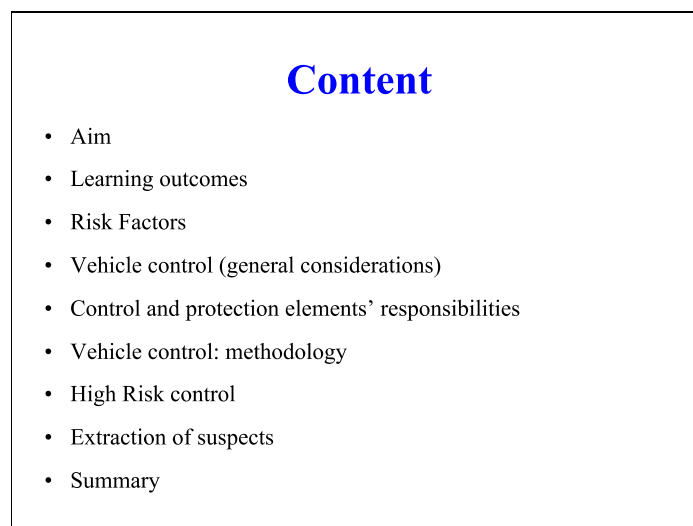
Session notes

Lesson 1 – Stopping vehicles - Theory

Contents:



Slide 1



Slide 2

Aim

The aim of this session is to prepare the FPU officers to carry out vehicle stops during peacekeeping missions in a safe manner

Slide 3

Learning outcomes

At the end of the lesson the student should be able to:

- Outline the risk factors associated with vehicles control.
- Identify the role of the control and protection elements while controlling a vehicle.
- Identify regular and high risk vehicle controls
- Demonstrate the proper procedure for suspect extractions by both the control and protection elements.

Slide 4

Risk factors

- Weather
 - The type of weather
- Location
 - Where to conduct the stop
- Procedural
 - How the officers behave and how they control the vehicle occupants
- Weapons
 - Vehicles have many hiding places for weapons, whilst the majority of road users don't carry them always be cautious to their presence.

Slide 5

There are a number of issues that are common to all police vehicle stops. These are all risk factors, which, if ignored, will place the officer in a greater danger than it is necessary, perhaps the biggest of which is daily routine. Experienced officers will probably have carried out numerous stops on vehicles during their careers. The majority of controls have been non-confrontational and passed without incident. However if the officers are not vigilant on every occasion then they place themselves in danger.

Various types of weather bring different risks to vehicle stops, night, rain and fog for example impair the officer's vision who may be standing in the line of traffic, and drivers who may be approaching the area of the vehicle stop.

It is crucial for officers to position the stopped vehicle and the patrol vehicle in a safe location on the side of the road.

Rain, snow and ice affect not only the vision but also the needed braking distance for vehicles to avoid hitting the stopped vehicles. Again, it is imperative that the vehicles are stopped in a safe position off the roadway, and/or out of the direct line of traffic of passing vehicles.

Extreme heat can affect vision by reflecting a blinding glare on the roadway. Extreme heat can also affect the braking of vehicles. The reaction of the rubber tires on the hot asphalt may limit the ability to take quick, evasive action. Likewise, the brightness of the sun can momentarily "blind" the officer if the sun is directly in the line of vision.

Location of the stop is crucial, in urban areas it may be difficult to find a suitable location where there is sufficient room to stop a vehicle off the main roadway, in rural areas if the roads are narrow the same difficulty may arise. As a general rule the best place to conduct the stop will be on a straight stretch of road where both vehicles will be clearly visible to other road users from some distance. Officers should avoid stopping on bends in the road, hills or any other location where traffic may have difficulty in passing. One of the main benefits of knowing the area well will be the ability to select appropriate places to stop vehicles. Supervisors and trainers should remind them of the advantage of doing this.

The manner in which the officers' conduct the stop will also have an influence on the risks they may run.

Officers should always avoid walking between the patrol vehicle and the vehicle that has been stopped (suspect vehicle) until the driver has been secured and the engine is switched off. The suspect vehicle can quickly reverse, hitting or running over the officer. For this reason the driver of a stopped car has to switch off the

engine early as possible.

Officers should never allow pedestrians to walk between the vehicles, during a vehicle stop; any bystanders should be ordered to move on.

Once a vehicle stop has been initiated, the officers should never take their eyes off the interior of the suspect vehicle. The officer should continuously watch people inside the suspect vehicle noting any quick or suspicious movements.

Finally the presence of weapons is a risk; the interior of a vehicle is capable of holding many hidden objects, particularly weapons. It is very easy for a suspect to quickly access a weapon and injure or kill an officer.

Officers should always be mentally prepared for quick, defensive action while approaching and standing next to a suspect vehicle.

Officers should conduct a quick, visual search of the interior of the suspect vehicle while approaching the suspect vehicle. They must be very attentive regarding the back seat and areas available for the passengers to access, such as the floorboards, seats, and pockets.

Once contact has been made with the vehicle occupants, the officers should always keep visual contact with the hands of the occupants. Communicate with the occupants, instruct them to keep hands where they can be seen, if they make movements to grasp something from the vehicle, instruct them to stop immediately. Finally if a weapon is found, always assume there is another.

Vehicle control: general considerations

- Are the traffic conditions safe for stopping a vehicle?
- Is there adequate space for a vehicle to stop on the side of the road without being a danger to other vehicles or pedestrians?
- If the stop is during the night, is there adequate light available?
- Is there a safe place for the officers to retreat should something go wrong?
- Does the vehicle fit the description of one that is associated with someone dangerous?

Slide 6

There are several general points that the officers should consider prior to stopping any vehicle. Location has already been highlighted as a potential risk, but officers also need to consider the traffic conditions, if it is a fast moving motorway then the officers should wait until the suspect vehicles pulls off, if it is highly congested,

stopping the vehicle may add to the congestion or bring the whole area to a halt.

Sufficient space must be found to carry out the stop; a vehicle rest area may be appropriate. If it is at night then the latter needs to be well illuminated or the officer will be adding to the risk.

Officers should also consider possible violent resistance and have a potentially safe area to retreat to.

Prior to the beginning of a vehicle stop the officers must ensure to obtain all available information concerning the vehicle.

Vehicle control: general considerations

- If possible, stop the vehicle in a place familiar to the officer.
- Be certain of your exact location when the vehicle stops, in the event you need to ask for immediate assistance.
- Ask the driver to step out of the vehicle and show that their hands are clear
- Any remaining passengers should stay in the vehicle until there are sufficient police officers to deal with them.

Slide 7

If the officers can stop the vehicle in an area that they are very familiar with it will make it easier should they have to deal with any resistance.

Finally the officers should be aware of the location of the stop and communicate it to the control room so that other officers can reach the area quickly if the situation changes and the officers require support.

Once the vehicle has been stopped the driver should be asked to get out of the vehicle so that he can be checked, the protection element remains watching the driver for any dangerous activity.

Where there are passengers in the car they should be told to remain in the vehicle until there are sufficient officers to deal with them. The protection element must maintain a close watch on their activity. In this case the Control Officer should take the driver out of the way of the vehicle so that the protection element can monitor both him and the remaining passengers in the car.

Where a patrol of more than two officers is engaged in a stop then each buddy team of officers can deal with an individual.

Prior to the beginning of a stop officers will need to decide who will be the Control and who will be the protection element.

Control element responsibilities

- Is responsible for all radio communications.
- Obtain identification information driver.
- Interviews suspect(s) and checks documents.
- Gives all verbal commands and instructions to the suspect and other suspect vehicle occupants.
- Applies handcuffs and searches each person after they are handcuffed.
- Arrests the driver, if required.

Slide 8

Officers should at least deploy in buddy teams to conduct a control of vehicle. There are two distinct roles, control element and the protection element.

The control element will be responsible for radio communication with the control room, direct contact with the driver of the vehicle, issuing instructions to the driver and passengers in the vehicles, interviewing them and checking documentation. If it becomes necessary to arrest or detain the suspect and place them in handcuffs then he will undertake that task.

Protection element responsibilities

- Protects the control element until they are in position.
- Ensures safety of the suspect vehicle while the control element completes its duties.

Slide 9

The protection element duty is to keep the suspects under close observation for any

movements, which may indicate danger, and to take any necessary action.

If the driver has been arrested or detained as a result of the stop then the protection element will ensure that the vehicle is clear by approaching from the rear and checking it using the 'slice the pie' method outlined in the section on Tactical Progression.

Support element responsibilities

- Focus on the environment
- Focus on high positions
- Covers 360 degrees
- Redirect the traffic if necessary
- Ensures safety of the suspect vehicle while the protection and the control element move toward the vehicle
- Reinforces control and protection elements if necessary
- Holds rifles and gas launchers

Slide 10

Vehicle control: methodology

- Select Location
- Use warning equipment (if available).
- Maintain safe distance until the suspect vehicle stops.
- The officers should be prepared for the unexpected.
- Correctly position vehicle when stopped.

Slide 11

As highlighted above the officers conducting the stop should select an appropriate location. If the vehicle is equipped with blue lights and sirens then these should be used to indicate to the driver of the vehicle that the police are requesting them to stop.

During awaiting the suspect vehicle to pull over the officers should maintain enough space between them and the vehicle so that they can pull up safely. Approximately

10 metres are normally sufficient but it will depend on the speed and weather conditions.

Officers should always prepare for the unexpected, sometimes drivers will stop suddenly in the middle of the road and it may be necessary to direct them to a suitable stopping point, others may not see or hear or deliberately ignore the request to stop.

Once the vehicle stops the officers should ensure that it is out of the road in a safe position where it will not interfere with other road users. The police vehicle should be parked about 5 to 7 metres behind it. The police officers should offset their vehicle (which direction will depend on whether it is a left or right hand drive Country). The reason for this is to protect the Control Officer. By night the scene can be illuminated in the best way.

Vehicle control: methodology

- If the stop is at night, consider the use of high beam
- If the patrol vehicle has a spot light, the light should be directed at the interior of the suspect vehicle, toward the rear view mirror.
- If for any reason the vehicle refuses to stop the unit must contact control, in a non executive mandate pursuit of vehicles is not likely to be a function for UN police and is a potentially highly dangerous activity

Slide 12

When stopping vehicles at night the officers should consider using the High Beam on the headlights of the police vehicle as they can be directed towards the suspect vehicle. This will make it difficult for the suspect(s) to see the police vehicle and the officers approaching them. It will also give the officers more light in which to work. However officers must be careful that they do not become a hazard to other road users by dazzling oncoming traffic.

If the police vehicle has a spot light this should be used to illuminate the inside of the suspect vehicle, for the same reason.

If the vehicle fails to stop or makes off from the police then the UN control or operations room must be contacted. Vehicle pursuits are highly dangerous to both the police officers engaged in the pursuit and the general public using the road,

therefore authorisation should be sought before starting a pursuit. In a non-executive mandate it is unlikely that the activity would be justified unless directly requested by the host nation police service.

This section has dealt with basic vehicle stops. There are further procedures that need to be considered to minimise the risk to the officers and the general public in the area of the stop.

These will be covered in the next slides.

Vehicle control: high risk situation

- Proper Communications
- Notify the operation centre (POC) of your high risk control
- Include the following information, in a clear, concise voice:
 - Location of the stop.
 - Description of the vehicle including , colour, mark, model, number plate, year of vehicle, number of occupants and description of occupants (if known)
 - Specific instructions for the back up officers (if any)

Slide 13

Proper communication between the control and protection elements is essential, each officer needs to be fully conversant with their role and aware of the location of the other in case of the need for support.

The Control or Operations Room needs to be aware of the situation and the exact location so that assistance can be sent quickly if required. When passing information the exact location of the stop is important. If possible state which building you are close to, what the road name is and nearby landmarks. If the officers have a GPS then they use that to give an exact grid reference.

Description of the vehicle is important, the type make, model and registration/index marks, the colour, the year of make and the number and description of occupants. The Officer should also state why they believe that it is a high risk stop, for example because the occupants are believed to be armed, or because the vehicle matches the description of one used in a serious crime.

Finally try to provide specific instructions for the backup officers attending the scene, direction from which they should arrive and traffic conditions in the area. They may be required to cordon off the road further away so that the road can be closed to

traffic and pedestrians.

If you are conducting a High Risk vehicle stop inform the support vehicles to arrive in front of the suspect vehicle. Otherwise you create a situation where the officers may be in the line of fire if deadly force has to be used.

High risk situation: during the day

- Select a suitable location
- Use the warning lights/siren if available to indicate to the suspect vehicle to stop
- Follow at a distance of 7 – 10 Metres until suspect stops.
- Stop approx. 7 metres behind the suspect and angle the vehicle – tyres on full lock.
- Take position using the vehicle as cover and bring weapons into the ready position

Slide 14

The officers should select an appropriate location to conduct the stop where possible taking into account all of the factors discussed previously in this lesson.

The warning signs should be used to indicate to the vehicle the requirement to stop and the police vehicle should follow at a distance of between 7 – 10 metres.

When the vehicle stops the police vehicle should be parked behind at a distance of about 5 to 7 metres as before, if possible angle the wheels in the event of required cover.

The officers should quickly take position using their vehicle as cover and drawing their weapons in the ready position.

High risk situation: during the night

- Use High beam
- Use vehicle spot light, if the vehicle has one
 - the light should be directed at the interior of the suspect vehicle, toward the rear view mirror.
- All remaining procedures are the same, despite day of night conditions.

Slide 15

If the stop is at night, the high beams should be turned on to maximize visibility for the officers and to decrease the visibility for the suspect vehicle occupants. Be aware of your surrounding so that you do not become a hazard to other road users.

If the patrol vehicle has a spotlight, the light should be directed at the interior of the suspect vehicle, toward the rear view mirror. This will make it more difficult for the suspect(s) to anticipate the officers' actions. It will also reduce their night vision so when they step out of the vehicle the officer's will continue to have an advantage.

All remaining procedures are the same, whether in day of night conditions.

Extraction of suspects

- "All passengers inside the vehicle put your hands up where they can be seen."
- "Driver, slowly roll down the window with your right hand."
- "Driver, slowly place the keys on the roof."
- "Driver, with your right hand, open the door from the outside and put both hands out the door so I can see them."
- "Driver, slowly get out of the car, facing away from my voice, keeping your hands straight above your head with your fingers spread."
- "Driver, slowly turn around in a complete circle." "Driver, slowly walk backwards, toward my voice."
- "Driver stop!"
- "Driver, keeping your hands in the air above your head, slowly drop to your knees."

Slide 16

Extraction of suspect(s) from the vehicle is a key stage; the driver being the person in control of the vehicle must be removed first, following that the remaining passenger(s) should be taken out one at a time.

Initially the Control element will get all of the suspects to place their hands where they can be seen, this can be on the roof of the vehicle above their heads or if the windows are open they can be told to place their hands out of the vehicle and on the roof, this will make any movement by them obvious to the protection element.

If the windows are not open then the driver must be instructed to roll down their window slowly with their right hand, as this will make any other move to acquire a weapon more difficult. They should then be told to place the keys of the vehicle on the roof, this will indicate to the officers that the vehicle is now immobilised and it will be difficult for the suspect(s) to drive off. Do not tell the driver to throw the keys out of the window, they may be required later to open the trunk or drive the vehicle away.

The driver is then instructed to open the door from the outside with their right hand. This will again make it difficult for the driver to bring out a weapon, conceal evidence or make an escape. Once they have opened the door they are told to keep their hands outside the vehicle where they can be seen.

The driver is then told to get out of the vehicle slowly and stand up facing away from the officer keeping their hands above their head with their fingers spread. The driver is then told to turn a complete circle so that the officers can see if they are carrying any weapons, if they are they can be told to remove them slowly with their left hand and to place them on the ground.

If the driver has turned around in a full circle he will be facing away from the officer again. Then he will be ordered to walk backwards towards the officers. The Control element should select an area about mid-way between the officers and the suspect vehicle where they will then tell them to stop.

The officers can then decide the safest method for securing the suspect; they can choose either the kneeling or prone handcuffing position as taught in the earlier lessons. It will be for the Control element to decide which is the most appropriate according to the circumstances. The Control element will then tell the suspect to either get onto their knees or lie down on their front.

If the Driver is the only occupant of the vehicle then at this point the Control element can come forward and handcuff. The suspect can then be taken back to the vehicle, secured in handcuffs while the officers search it. The protection element will be responsible for ensuring that the suspect is secured and maintain a grip on them in case they attempt to run away. The Control Officer will carry out the search of the vehicle.

If there are other occupants of the vehicle then they should be called out in a similar manner starting with the occupant in the front passenger seat and then working back to the passengers in the rear seat. They can either be identified by where they are sitting, e.g. "passenger in the front seat" or "passenger in the rear offside seat" or

alternately by the clothes they are wearing, e.g. “passenger in the red shirt” or “passenger with the blue hat”.

It is a matter for the Control element to decide on how to handcuff. Each suspect can be handcuffed and placed in a police vehicle as they are removed from the vehicle. The suspects can also be lined up in a row on the floor and then handcuffed one by one once the vehicle is empty. If the latter method is used it is best to have the suspects all lying in the prone position looking in the same direction. The Control element then approaches from their blind side and, handcuffs and leads away each of the suspects in turn. This way the suspects cannot see what is happening and it make is more difficult for them to anticipate the officer’s actions.

Whenever there is more than one suspect the officers must ensure that there are sufficient police officers to deal with the suspects before they start to secure them. The ideal ratio is two officers to each suspect.

As soon as the suspect(s) have been secured the vehicle will need to be searched.

If the driver refuses to exit the vehicle he can be secured in the vehicle by handcuffing. In these circumstances officers need to use great caution when approaching the vehicle.

Search of vehicles

- Two officers, one protection element, one support element
- Approach with weapons in the ready position
- Watch for any movement or anything suspicious.
- Approach from both sides of the suspect vehicle.
- Avoid cross fire exposures.
- Approach from the rear, to maximize available cover.
- Once clear the driver can be brought back to the vehicle for a full search in their presence.
- Care in opening the trunk/boot

Slide 17

When all the suspect passengers have been handcuffed, searched and secured, the suspect vehicle protection and the support elements must be searched. This should be the responsibility of the. The following steps should be taken (search will be covered more in detail in a later lesson)

The protection and the control elements should approach the suspect vehicle from the rear with their weapons in the high ready position, watching the suspect vehicle

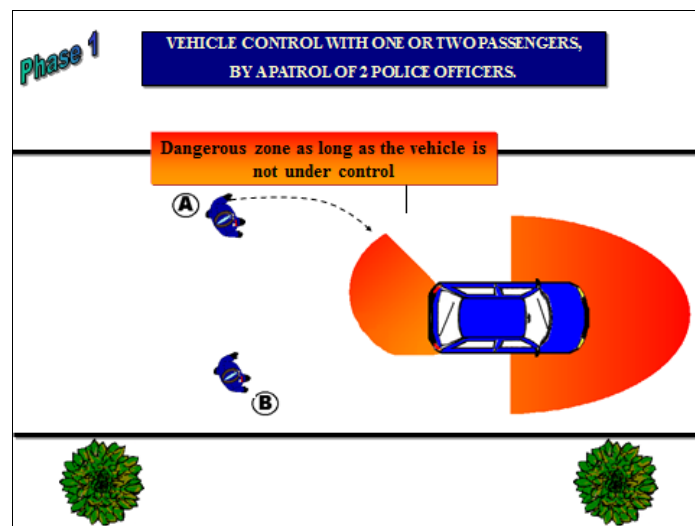
for any movement or anything suspicious. The approach should be from both sides of the suspect vehicle, with each officer responsible for one side of the suspect vehicle, to avoid crossfire exposures.

Where cover is available it should be used.

If the protection and the control elements have cleared the vehicle, the keys can be recovered from the roof for opening the trunk/boot

When opening the trunk/boot the officers should stand to the side of the vehicle and cover it with their weapons in the ready position in case there are any more suspects hiding inside. Officers should never stand directly in front of the trunk/boot when opening it.

The following slides illustrate stopping a vehicle by day and night with different numbers of officers, they are interactive slides with animation and the version found on the accompanying disc must be used for the lesson.



Slides 18 to 20

Slides 18 to 20 illustrate how two police officers coming from the back conduct a vehicle control.

Red zones identified – should not be crossed by any police officer when the engine is running

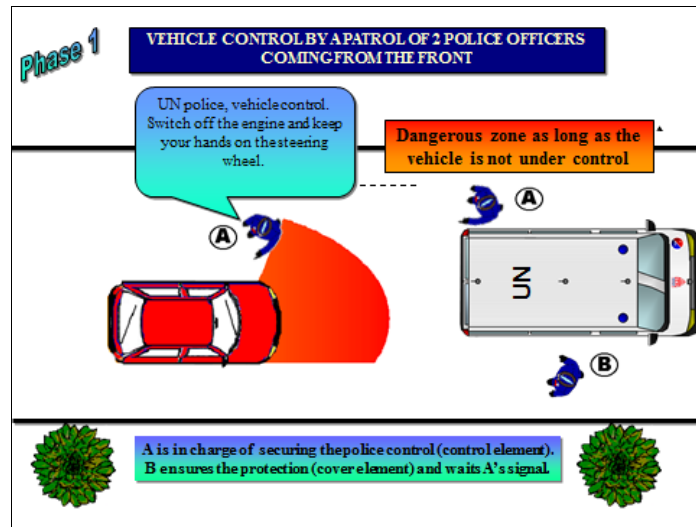
Two police officers: the protection element (driver of the police vehicle) moves forward to “freeze” the position of the vehicle and its driver.

Police officer A acts first as control element, change of roles when joined by the second police officer (patrol leader).

Verbal communication and/or communication by signs or gestures are used between the two police officers.

After the control, B is in charge of redirecting or stopping the traffic in order to allow the vehicle to return to the traffic flow. A is in charge of facilitating the manoeuvre for

safety reasons.

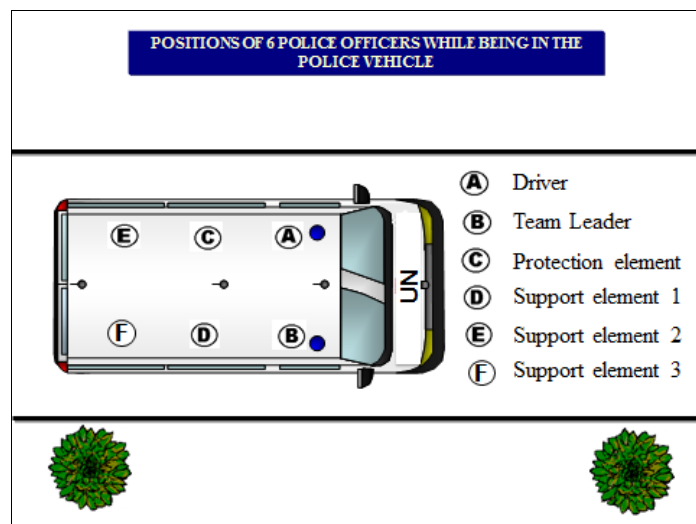


Slides 21 and 22

In case the police vehicle overtakes the suspect vehicle, control will be performed from the front

Same as previously, red zones are not to be crossed by any of the police officers. The police driver is the first to go in direction of the suspect vehicle in order to “freeze” the vehicle and its driver.

He will be acting as the protection element from the beginning to the end of the control. No change of role.

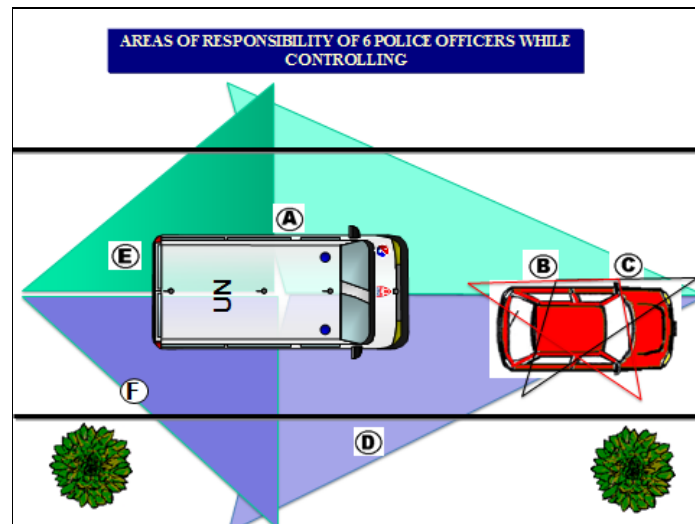


Slide 23

Slide 23 illustrated the positions of the 6 police officers in their vehicle.

Priority is to secure the environment and ensure 360-degree security when debussing and during the control.

Roles were defined in the slides 8 to 10.



Slide 24

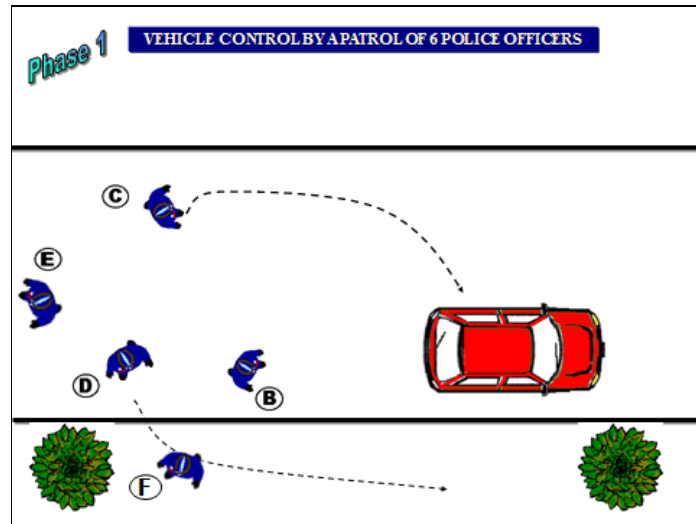
Slide 24 illustrates the areas of responsibility of each police officer. Any element must inform the team of any incident, suspect presence or movement that is observed.

E and F are in charge of the back/sides safety. Each of them has his own area to scan. In the case of several occupants inside the suspect vehicle, F can reinforce B and C immediately. E remains alone in charge of the back safety in this case. E and F are the first elements to debus.

A remains inside the vehicle at the beginning of the control. He debusses after the situation is under control and in the case of a hostile environment. He focuses on the front and alerts other police officers in case of suspect presence or movement.

B and C are in charge of the vehicle control and are only focusing on it.

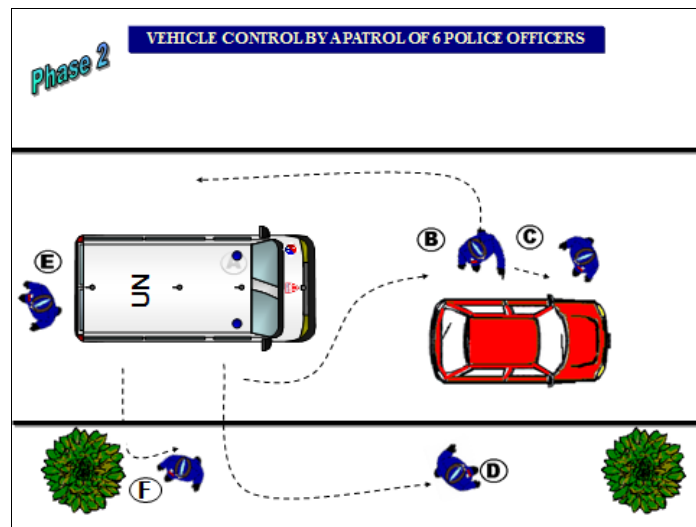
D is in charge of the front/right side safety of the zone of control. He reinforces B and C in case of troublemakers or the presence of several occupants inside the suspect vehicle.



Slide 25

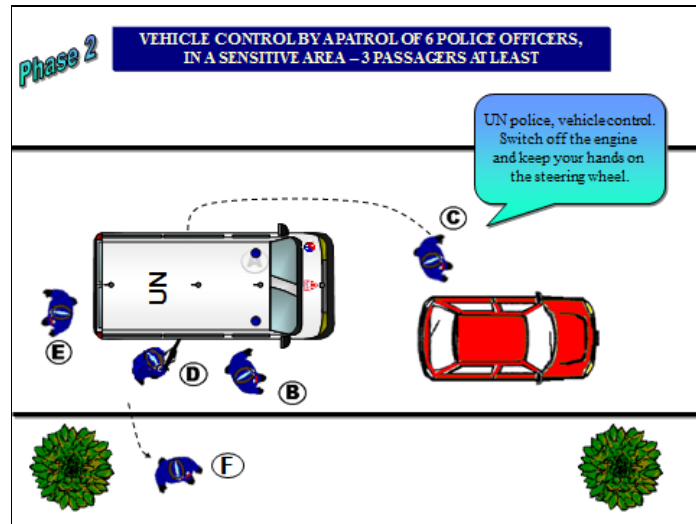
Slide 25 illustrates the control of a vehicle by a patrol of 6 police officers. As already mentioned, E and F debuss first, taking care of the back safety and the traffic (principally E).

D debusses and joins B. When D is in place, B debusses and C moves toward the driver of the suspect car and freezes the situation. A stays in the police vehicle.



Slide 26

Once the situation is under control, B joins C. Change of role D can move to the front according to the situation or threat.



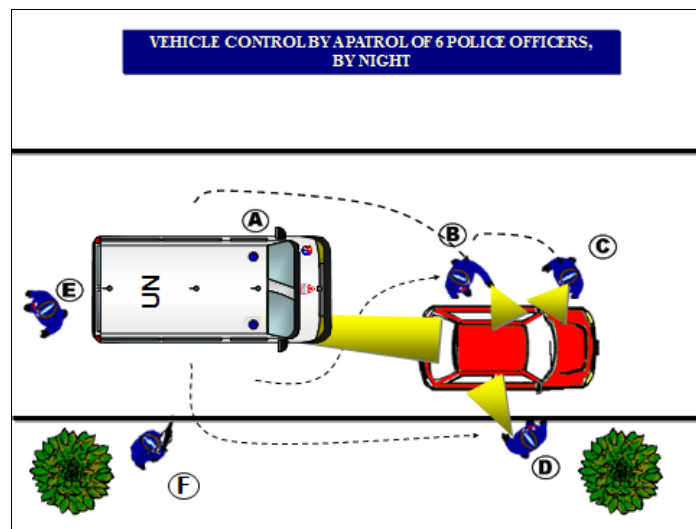
Slides 27 and 28

Same layout as described previously.

In this case, D immediately takes position at the front of the police vehicle and ensures the protection of C.

Support D is fixed and permanent until B joins C.

D moves toward the vehicle and takes part of the control.



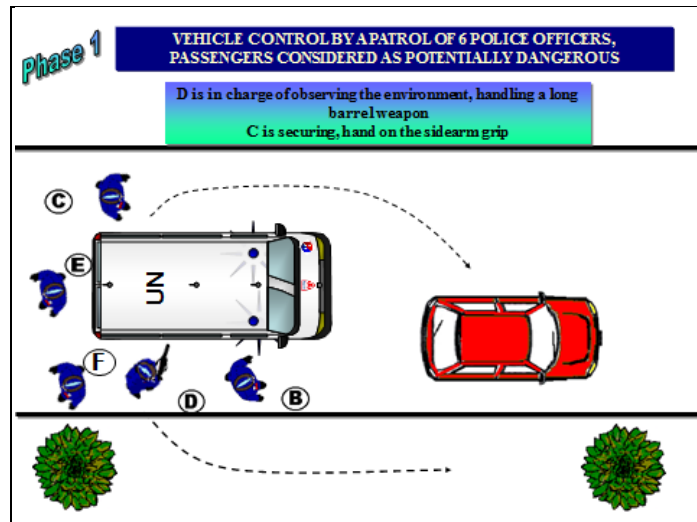
Slide 29

Slide 29 illustrates the control of one vehicle by night.

In this case, the use of torches is strongly recommended.

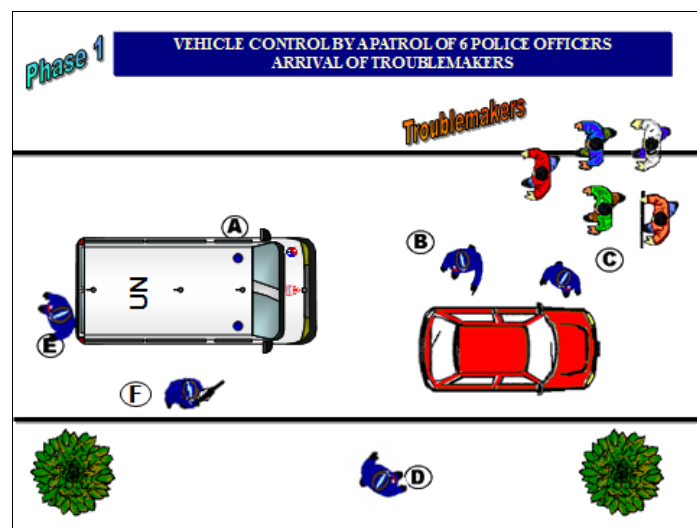
The control and protection elements are supported by D. The three police officers use torches.

Additional light can be used if the vehicle is equipped with such equipment.



Slides 30 to 32

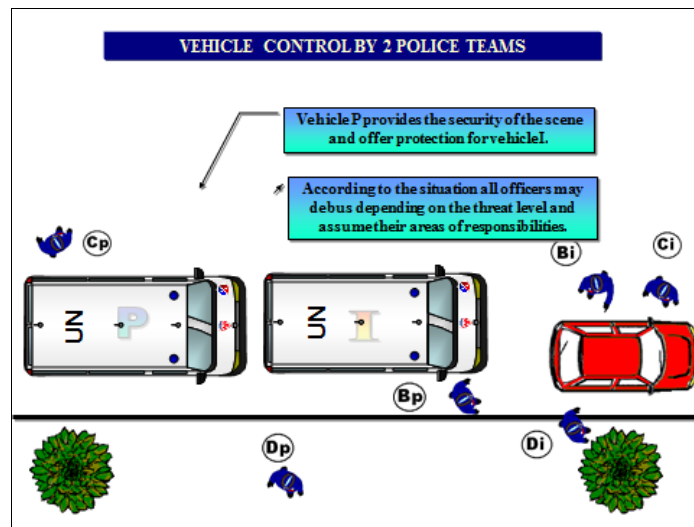
Slides 30 to 32 illustrate the case of the control of a vehicle with potentially dangerous occupants on board. The police officers are progressing with their weapons, C and D moving from both sides of the vehicle. In case of dangerous suspects, it is recommended that all instructions to the occupants are made from the back of the vehicle. The triangular positioning should be made at the back and side of the doors.



Slides 33 to 38

Slides 33 to 38 illustrate the case of a vehicle control with the arrival of troublemakers. In this case, the control of the vehicle should no longer be the priority of the patrol. B has to order the driver to leave the place while reforming his team in the direction of the danger. D and F can immediately join B and C to reform the team. E can also be used if needed. Less than lethal weapons should be used if the pressure becomes too great and the

demonstrators show aggressiveness and police officers have to act in self defense. The team reforms upon the initiative and orders of the team leader (B).



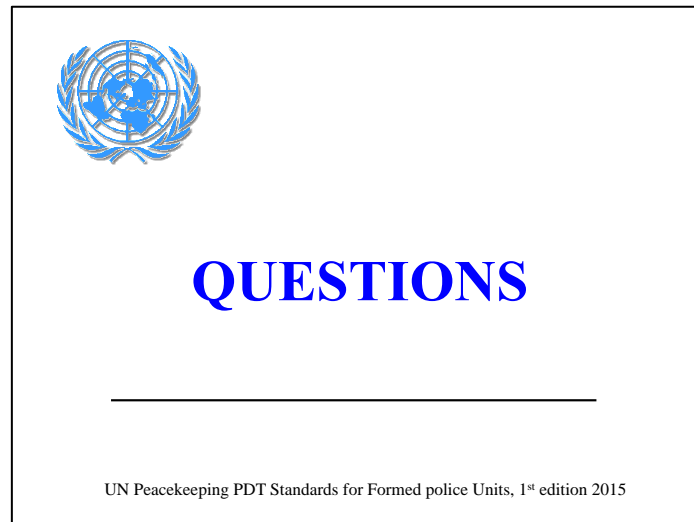
Slides 39 and 40

Summary

- Risk Factors
- Vehicle control (general considerations)
- Control and protection elements' responsibilities
- Vehicle control methodology
- High Risk control
- Extraction of suspects

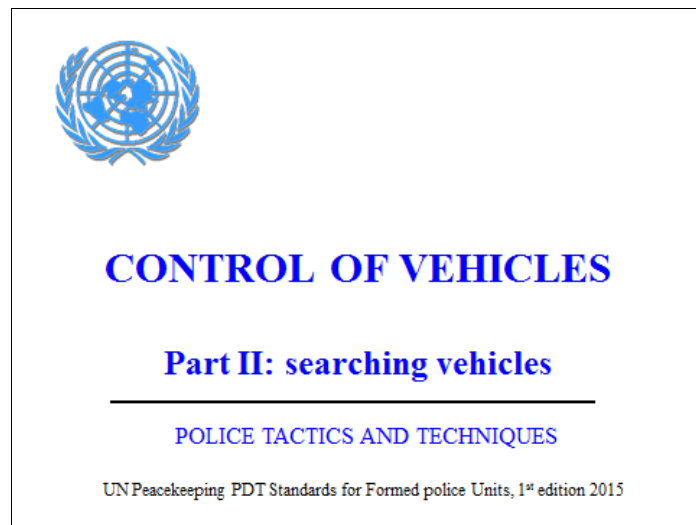
Slide 41

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



Slide 42

Lesson 2 – Searching vehicles - Theory



Slide 1

Content

- Aim
- Learning outcomes
- Reasons
- Preparation
- Equipment & Method
- Searching
- Unusual Circumstances
- Summary

Slide 2

Aim

The aim of this lesson is to prepare the FPU members to search vehicles in a safe and systematic way

Slide 3

Learning outcomes

At the end of the lesson the student will be able to:

- Identify the danger areas when searching a vehicle
- Demonstrate safe technique for searching vehicles

Slide 4

Objectives of the search

- Following arrest of the driver/occupants
- Checking for stolen goods, weapons, or prohibited items
- Checking for IEDs
- As part of a checkpoint routine

Slide 5

FPU members may be called upon to carry out searches of vehicles for a variety of reasons. In an executive mission it will be part of routine policing, arresting and detaining offenders in their vehicles, checking for stolen property, weapons or prohibited articles or countering people trafficking.

In a non-executive mission it may be in support of the local police or as a part of their duties in protecting UN personnel and facilities, staffing checkpoints or searching vehicles upon entry into compounds.

Preparation phase before the search

- Choose a safe location
- Remove all occupants from the vehicle
- Driver should unlock all doors and locked or closed areas
- Ask the driver if there are any dangerous items in the vehicle

Slide 6

Choose a safe location, out of traffic and away from pedestrians. At night, find a place that is well-lit. If it is raining or if there are other bad weather conditions, find a place with shelter.

Before searching any part of the vehicle, all occupants should be removed,

searched, and placed in a safe area.

Ideally two officers should search a vehicle, if there are occupants in the vehicle then further officers will be required to secure them during the search is carried out. The two officers assigned to watch the occupants should make sure that they do not throw away something which was taken from the car.

The driver should unlock and open all doors, the hood, trunk or boot and any other locked or closed areas. He should also open any baggage, containers, etc. Be careful of traps or other threats (e.g. hypodermic needles, booby traps, tripwires, poisonous substances.)

Baggage, boxes and containers should be removed from the vehicle before being searched. If it is safe for the officer, the officer should allow the owner or driver of the vehicle to observe the search.

Ask the driver if there is anything dangerous inside the vehicle prior to the search.

Equipment and method

- Wear protective gloves
- Use proper tools
 - Mirrors for the underside
 - Torches for dark areas
 - Evidence bags
 - Use search dogs if available
- List all confiscated property

Slide 7

Officers should wear gloves during all searches. There are three types: latex gloves allow the officer to retain the most sensitivity to touch, and also allow some protection from bio-hazardous materials, vehicle fluids and residues from narcotics. However, they offer no protection from cuts or punctures. Cut-resistant gloves offer protection from injury and resultant contamination, but may not offer protection from liquids. Heavy rubber gloves protect from acids, toxic chemicals, and narcotics, but interfere with the sense of touch.

Officers should always use a flashlight while searching vehicles. They should also carry a small mirror, a multi-tool or a knife, and some small polythene bags for storing evidence in a professional way, without negative impact to trace such as

fingerprints.

Call for a dog, able to detect drugs and/or explosives devices, if available.

All property that is taken by officers should be listed on a property sheet, form or book. The owner/driver of the vehicle should witness the list and sign at the bottom of the report. The owner/driver should be given a receipt for all items taken. Take detailed notes of where each item was found. If possible take a picture before removing the items. Photographs are the best method of documenting where evidence was found.

Equipment and method

- Use your senses to assist you
 - Does it look wrong – check it out
 - Does it smell strange – drugs or alcohol
 - Does it feel odd – contraband hidden in seats
 - Does it sound different – contraband hidden in hollows
- Log all evidence with camera or written description

Slide 8

Use your senses. Tap on side-panels does one sound different than the others, because something is hidden behind? Is there a smell that doesn't belong? For example: smuggled cigarettes, alcohol or drugs? Press and feel the cushions of the seats from above and below—is something concealed within?

If you find contraband, the item(s) have to be seized. Your partner (and, if it is safe to do so, the driver) must witness the item before it is moved. If a camera is available, photographs should be taken before and after the item is moved: before, to show location; after, to visually document the item and its condition.

If there is a necessity to prove that an occupant of the vehicle handled the hidden items, care must be taken to prevent fingerprint evidence from being destroyed. You should wear latex gloves when handling evidence of this type. The items should be placed in sterile evidence bags and sealed. You must observe the chain of custody: record the name and rank of the officer to whom you give the evidence. Remember that gloves and evidence bags can only be used once.

If other evidence is found inside or outside the car (material evidence like blood, scratches after an accident, or marks after breaking into a car with tools), the officer

who finds such evidence should take all necessary steps to preserve it. Notify forensic (crime lab) specialists, who will secure these traces in a professional way. For example: Cover blood or other biological traces when they are located outside the car, to protect against the weather.

And again: It is always professional to take photos first!

Equipment and method

- Stay Safe
 - An officer(s) must be deployed to look after the driver (and occupants)
 - Don't let the driver (or passengers) reach into the vehicle for any reason
 - When the driver is opening the hood (bonnet) or trunk (boot) make sure that searching officers stand back

Slide 9

Your safety is your first concern!

You must be respectful to citizens and their property, but you can never afford to relax your survival mentality. Never, ever, let a suspect put his hands where you cannot see them! Never, ever, let a suspect just reach into the car for the hood/bonnet release, for example, or for any other reason. Criminals hide weapons where they think you will let them put their hands: near the hood/bonnet release, near where they might be expected to keep their vehicle papers, etc. You owe it to yourself and your brother officers to remain vigilant at all times.

Searching

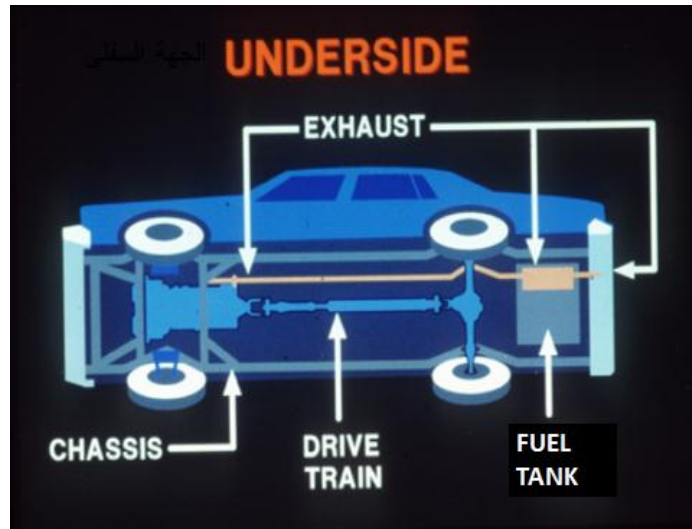
- All searches must be systematic
- If searching with other officers ensure that no areas are missed.
- Decide on your plan of search according to the circumstances
- There is no wrong or right order in which to search

Slide 10

All searches should be systematic in order to avoid missing any area of the vehicle. To be consistent, always search in the same way. Start at the top and work your way down or work in a clockwise direction. It is for the individual officer to develop the technique that works for them. When working in Buddy Teams ensure that both understand the other's technique. Certain areas of the car can be broken down into imaginary quadrants to make searching more systematic. When you break the search area into quadrants you should search in a clockwise manner, top to bottom for each. You should search the entire car in a clockwise manner also. The ten areas of concern are listed and dealt with in the following slides:

1. Underside
2. Driver & Passenger Compartment
3. Left Front Wheel Well and Tyre & side
4. Hood/Bonnet and Engine Compartment
5. Front Bumper, Lights
6. Right Front Wheel Well and Tyre & Side
7. Right Rear Wheel Well and Tyre & Side
8. Trunk/Boot and Spare Tyre
9. Rear Bumper, Lights
10. Left Rear Wheel Well and Tyre

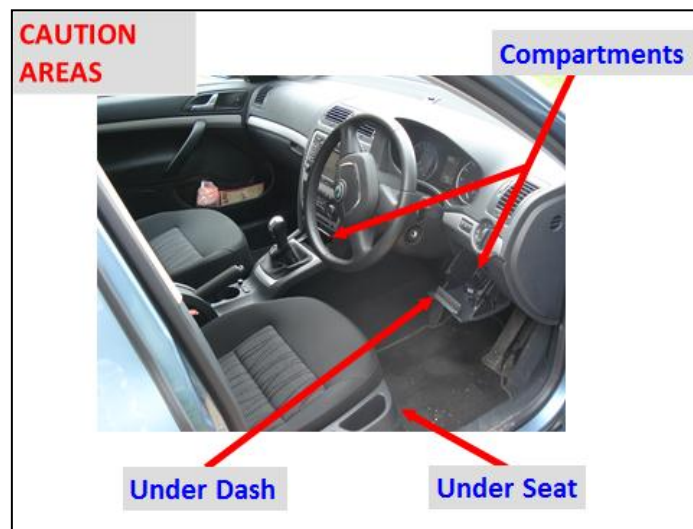
Needless to say: check every other place where something could be hidden!



Slide 11

If you are concerned for the presence of IEDs, it is advisable to begin by searching the underside of the vehicle, with an inspection mirror. If you find anything that makes you suspect an IED, call for bomb-disposal personnel. However, do not use a police radio or cell phone within 100 meters of the vehicle! The radio frequency signal (cell phones are actually radios) could trigger an explosion.

When searching for stolen or prohibited items be aware of a lot of hollow space that are contained underneath a vehicle. Devices as the exhaust can be used to hide items in. Look for new welding, or where the dirt on an item had been disturbed as they may indicate that work has been done to conceal items.



Slide 12

Driver & Passenger compartment:

When you are starting at the top, check for a false panel in the roof lining, the upholstery should be secure and intact. So should the seams. If there is a sunroof, check the edges and frame and squeeze or remove the rubber seals. Something could be hidden underneath. Check the visor for lumps and signs of tampering with the seams.

Ensure there is no “false” dash. Look inside the vents—use your torch—and switch on the fan to see if each vent works the same. If not, something could be hidden inside. Check all ashtrays and pull them out to look behind. Some car radios are installed in a way that you can remove them without tools, or with simple tools. If so, remove the radio and look behind it. Record the radio serial number. Check the glove box, and behind it.

A note on the VIN: The Vehicle Identification Number, or VIN, is located on a metal strip located in the lower corner of the dash near the windshield, on the driver side. It is made up of 17 letters and numbers. It should be compared with that on the vehicle registration papers. Damaging, removing, or falsifying the VIN is a crime. Record it in any reports or forms you fill out relating to the vehicle, exactly as it appears.

Look at the stitching around the steering wheel. Squeeze to feel for anything suspicious. Check the column for signs of tampering. The Gear-stick and handbrake-handle may be covered with leather or plastic; you should squeeze or remove them to check for hidden items. If the car is equipped with a built-in cell phone, record the phone numbers in the memory.

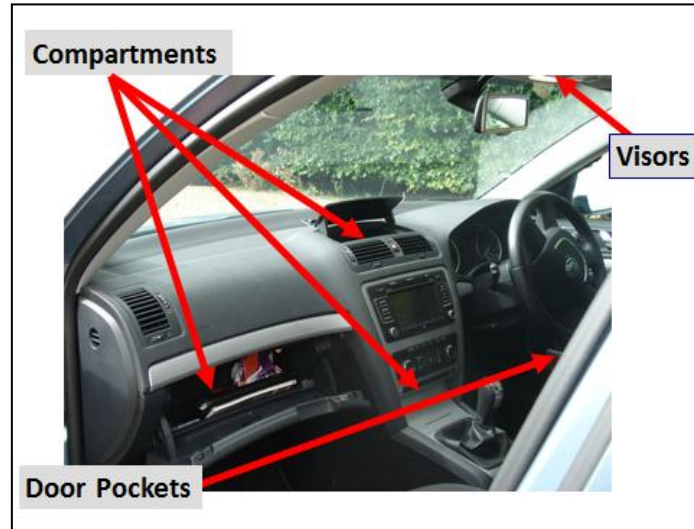
Instrument Panel (front, underside): Check each compartment of the instrument panel. Look for missing screws, pry marks and other indications of tampering. Inspect the area around the fasteners and washers, to determine if the fastener has been removed and replaced. Perhaps contraband has been hidden behind the panel.

Fuse box, foot pedals, and floorboards: Carefully examine each of these areas. False floorboards are very common. Look at the carpet or flooring for signs of tampering. If you suspect something is hidden, take the floor up and check. Do not overlook the back of the foot pedals. Get on the floorboard and use a torch and mirror and look behind the dash. For your own safety, never put your hand into an area you can't see, without checking it visually first. Use the mirror to check for potential hazards—sharp edges, tripwires, exposed electrical wires or fuses—before reaching in. You could be injured by accident if you are careless in where you reach.

Under the seats: remember that there are vents under the seats in many cars. Also, this is a favourite place for criminals to hide a weapon. Again: check visually before

reaching in.

Be careful on a vehicle equipped with the Supplemental Restraint System (SRS: airbags) Do not attempt to remove the restraint modules yourself. An accidental deployment could kill you.



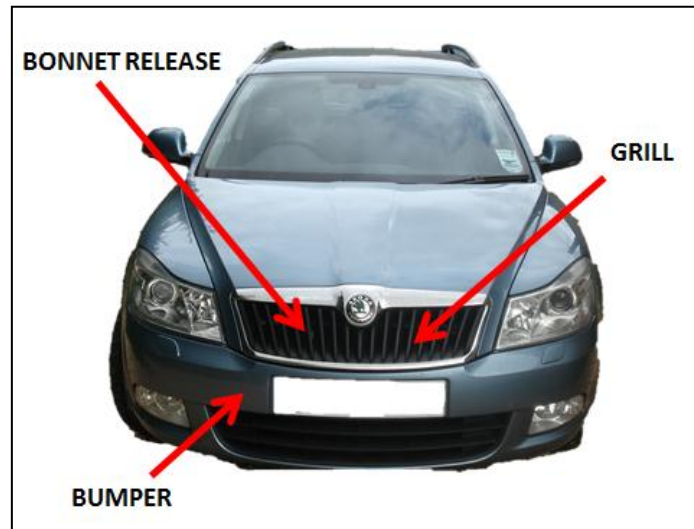
Slide 13

False door panels are quite common. Check the armrest, door panel, ashtrays, or other compartments of the door, and the frame. Be certain the knobs for the window are secure and do not show any signs of being tampered with. Make sure the windows can be rolled down to the full extent. If not, something may be hidden in the door.

Turn on the radio to determine if all speakers work. Check behind speaker grilles, an area often used to hide contraband.

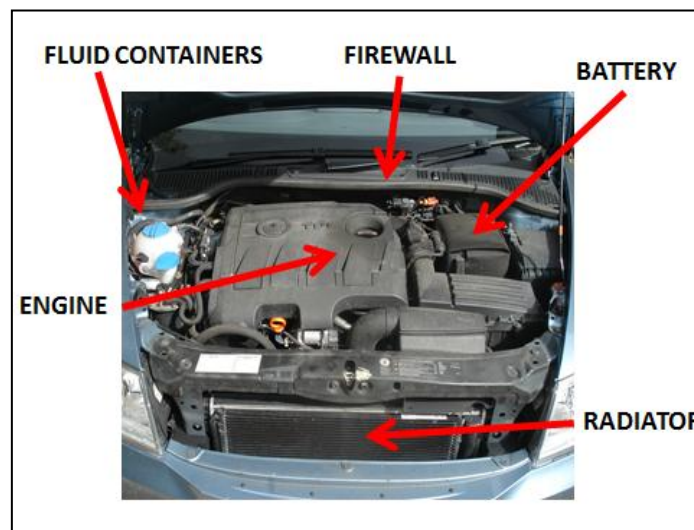
The retractor system for the front seat lap/shoulder belts is located within the B-pillar (the part of the car between the front and back doors). Pull up on the belt to see if anything has been attached to it and allowed to retract back behind the B-pillar covering.

Examine the seat upholstery for signs of tampering. If the upholstery seems too old or new for the model of the vehicle, investigate. Look for tears, rips, or inappropriate stitching. Run your hand across the cushions, then press down and feel for anything suspicious. Do not forget to check the headrests.



Slide 14

Check the bumper and bumper supports, the grille, and the headlight/running light assemblies. There is a lot of space inside the bumper, sometimes accessible from underneath. There is space between the grille and radiator. The lamp housings are large in relation to the lamps themselves. Make sure all lamps function.



Slide 15

Hood/Trunk and Engine Compartment

If there is a layer of insulation under the bonnet, or hood, check to see if anything is hidden between it and the underside of the bonnet itself. Divide the engine compartment into imaginary quadrants. Starting at the upper left quadrant inspect it thoroughly, working top to bottom. Move in a clockwise direction to the next quadrant, again working top to bottom, and so on around the compartment. Check the air filter, ductwork, under parts that can be moved, and in fluid containers. Check for a VIN stamped into a metal surface and compare it to the one on the dashboard.

This is a very time consuming search so take your time. For your safety, never search under the hood when the engine is running. You should remove the key from the ignition before starting your search. And remember that some engine parts stay hot for a long time after the car has been shut down.



Slide 16

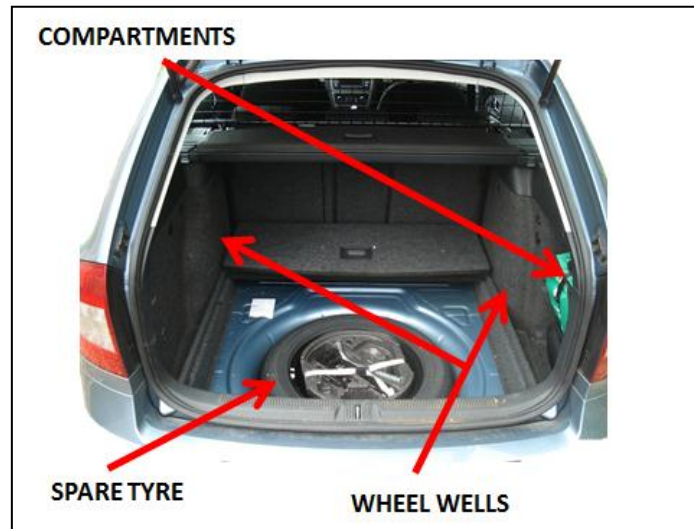
Wheel Well and Tire

Use a flashlight and mirror to assist in checking these areas. Remember to search from top to bottom. Check behind the wheel cover/hubcap. Check the inside surface of the wheel rim. Have your partner turn the steering wheel fully to the left and right to assist you in checking these areas. If the vehicle has drum brakes, don't overlook the interior of the drums. If necessary, deflate the tyre and remove it from the rim.

Look around the wheel well. There is a lot of space between the plastic or metal shroud on the inside surface of the wheel well and the fender on the outside. Check the fasteners for signs of removal. A car that has been in use for any length of time will have a layer of road grime on the area where the sheet metal and plastic meet. Has this been disturbed?

Note the position of the rear springs/shock absorbers. Do they look like they are under a large load? If there is nothing in the trunk/boot or hatch to account for this, contraband may be hidden within body panels or the underside.

Fuel filler cap: sometimes a criminal will place contraband of some sort in a rubber glove or tube, seal it, and place it in the fuel tank or some other fluid container. It may be secured with a cord, or left to float. You can check for signs of a tie-off.

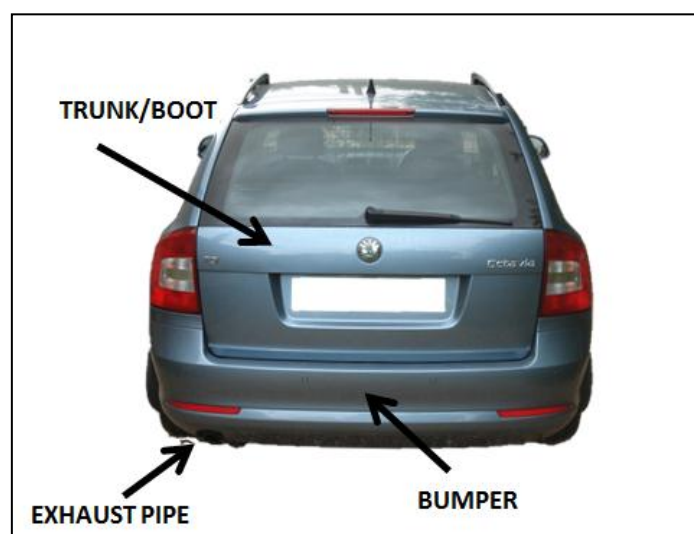


Slide 17

Check between the trunk (or hatch) interior panels and exterior sheet metal. Check under the carpeting on the floor of the truck/hatch. Check the spare. You can do this by checking the air pressure, by bouncing the tire on the ground, or by separating the tire from the rim.

All luggage, boxes and containers should be removed from the vehicle prior to opening. Once outside the vehicle and on a suitable surface, they should be opened by the owner or driver of the vehicle.

Luggage should be checked for false bottoms.



Slide 18

Check the bumper and bumper supports and the rear light/brake light assemblies. There is a lot of space inside the bumper, sometimes accessible from underneath. The lamp housings are large in relation to the lamps themselves. Make sure all lamps function.



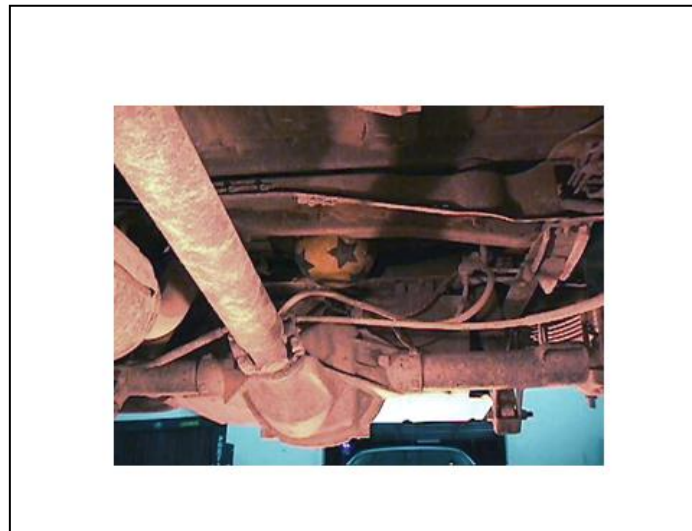
Slide 19

This slide shows how a car can be transformed into an I.E.D with a detonator placed into the fuel tank. When checking the underside of the vehicle, look for anything that may be out of place such as this cord.



Slide 20

Here is another example of what to look for when searching a vehicle. Remember, a bomb can be very noticeable or it can blend in with its surroundings.



Slide 21

Is it just a child football that has been run over or is it something else? It could contain explosives, contraband or drugs or could be perfectly innocent.

Unusual circumstances

- Children
 - Babies
 - Toys
- Dogs
- Motorcycles
- Larger vehicles
- Documents

Slide 22

Officers should not overlook searching items belonging to small children. It is common that people will hide illegal items inside the following:

- Children's bedding
- Strollers
- Toys
- Diaper/nappy containers
- Supply bags

Dogs are a potential danger to officers. Be certain that the owner removes the dog(s) and secures the dog(s) in a safe place. Also check feed bags.

If searching a motorcycle check the following areas:

- Fuel tank
- Headlights, tail lights
- Under seat
- Luggage bags

Larger vehicles present much greater opportunities to hide contraband. It takes a longer time to search a big vehicle and additionally it is recommended to use special technical equipment if available.

Such tools could be electronic instruments and sensors for detecting and/or displaying hidden items in nearly every hollow-space (e.g. fuel tank, framework of the chassis...) or for exposing illegal passengers in the fully stocked cargo compartment of a truck, by detecting the percentage of carbon monoxide in the air of the compartment.

The handling of such technical equipment has to be trained especially and it should be used only by skilled officers.

After searching the vehicle, check the vehicle documents. Compare the engine, VIN and licence numbers on the vehicle with those on the registration documents.

The complete VIN of a vehicle consists of 17 figures. The first 3 figures point out in which country and where the vehicle was produced and only the last 6 figures are the individual part of this number. The figures between indicate specialist important technical details (e.g. how many doors, what size engine, what type of gear-box, 2-WD or 4-WD, etc.).

If there are doubts whether the checked car is legal or if the displayed VIN is not the original one, officers shouldn't hesitate to call the importer of the car to clear any discrepancies.


The VIN can normally be found on several locations inside the car (passenger compartment, engine compartment, trunk/boot) and should be compared. These locations are individual for each type of car. Assistance on these matters can often be obtained through the vehicle manufacturer's representative in the Country concerned.

Summary

- Reasons
- Preparation
- Equipment & Method
- Searching
- Unusual Circumstances

Slide 23

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



QUESTIONS

UN Peacekeeping PDT Standards for Formed police Units, 1st edition 2015

Slide 24

Lessons 3 – 7 Practical control of vehicles and searching

This should be done at the discretion of the instructional team; however it should be done using the method of Explanation and Demonstration by the instructor and then Imitation and Practice by the students. Obviously the first two lessons have formed the 'Explanation' element; the instructors would then need to demonstrate before getting the students to practice the techniques themselves.

It is a matter for the instructors if they intend to carry out a vehicle stop and then a search of the vehicle. The practical lessons can be run in the form of a scenario with various elements of information being included to guide the students to the appropriate response. Alternately the subject can be broken down into smaller elements with the students just practicing a vehicle stop and then later carrying out a search of the vehicle. There are many different variations, which can be used and will mainly be driven by any prior knowledge of the subject the students may have.

The training will be best suited to a large area where vehicles can be driven. A 'ghost town' is ideal as it will provide the students with different potential locations for carrying out a stop and search.

The lessons will require a number of vehicles and training equipment. The instructor in charge will have to ensure that there is sufficient for each student or another background activity is engaged for those students not taking part in the practical training.

E.G. You are part of a UN patrol in an executive mission an armed robbery has occurred and the following vehicle is believed to be involved (instructor gives details of the vehicle to be used in the exercise).

The students are then provided with a patrol vehicle and given a route to patrol. The 'suspect' vehicle then appears before them and they will select the suitable location for the stop and carry out a 'High Risk' stop on the vehicle.

Additional information can then be radioed to the officers if necessary, for example the description of property that has been stolen that can be concealed in the 'suspect' vehicle.

The "suspects" must ensure that they comply with the instructions given by the officers. It is the best to use instructors as "suspects" rather than other students as they may be tempted to improvise or respond in a 'difficult' way.

Clearly other examples may be used for non-executive missions such as checkpoints or searches on entry to a UN compound; the list is only restricted by the imagination of the instructor, although they must all remain practical, realistic and where possible based on mission specific examples.

Lesson 8 – Further Practice & Assessment

This lesson is at the discretion of the instructor, it can be in the form of further practice or it could take the format of a series of scenarios as suggested in lessons 3 – 7 or it could be a straight forward assessment of all the techniques in front of the instructors. It is for the team of instructors to decide the most appropriate approach to the topic regarding to the standard of the students.