

Surveillances

TECHNICAL ASSISTANCE FOR
SURVEILLANCE AND
SHADOWING
(T.A.S.S.)

PUTTING BEACONS

PLACING THE BEACONS

Most tricky aspect of the work

1°) THE VEHICLE IS AVAILABLE : PLACING THE BEACON « IN A FIXED WAY »

ADVANTAGES :

- Constant intensity :
- More precision.
- No risk of a breakdown at the wrong time
- Less risks when putting beacons.
- Better concealment of the beacon.

DRAWBACKS :

Having the vehicle at your disposal :
Taking advantage of the purchase or repairing of a vehicle
Other option : temporarily borrowing the vehicle

A°) PRELIMINARY WORK.

Big preliminary work : obtaining a copy of the vehicle keys.

B°) THE EXECUTION.

Decide on the best moment for the operation.

Know the target's schedule : follow-up on the security interceptions.

Several options :

- taking advantage of a work day (vehicle parked in a public parking lot.)
- of a parking in a train station or airport parking lot.
- of a night-time parking in a street.

C°) SECURITY MEASURES.

- Security measures during the whole operation.
- The target or its place of residence must be constantly under control.
- Provide for a scenario in case the target notices the disappearance.
- Put a « buffer » vehicle in place of the car to be tampered with.
- Unplug the kilometer reader.

The place of operation must be as close as possible to the borrowing place.

-Care should be taken during the ride.

-A vehicle opens the way.

-The driver will have to wear gloves.

-Be careful not to leave traces.

D°) DURING THE OPERATION.

Take advantage of the occasion to proceed to a **complete check** of the vehicle.

Note every interesting element (road maps with markings, parking tickets, speeding ticket, miscellaneous documentation...). Not forget to take the equipment : camera, hand scanner...

Once the operation is complete, the vehicle will be taken back in the same conditions as on the outward route.

II°) THE VEHICLE IS NOT AVAILABLE : PLACING THE BEACON « ON SITE »

Avoid on the fly.

Exceptions :

On a meeting, appears a vehicle that seems falsely registered or driven by a particularly interesting person.

An important and imminent meeting is brought to our attention.

It is materially impossible to put in place a secure operation.

In any case, the beacon placement will be done if possible by a Technician.

A°) PREPARATION.

In the absence of a technician : you will need to do it yourself.

A few rules are required :

Try to find a hidden spot, preferably on the back of the vehicle.

Take care of the antenna's fragility. Avoid sticking it to the car metal parts.

But, when it is possible, the operation should be carefully prepared.

B°) THE EXECUTION.

In advance, note all available details about the vehicle : brand, type, year, model...

Obtain an identical model that will be inspected to identify the best possible placement spot.

This part of the work is carried out by the technical group.

Note the date of the next MOT (vehicle safety inspection).

Carry out an inspection of the spot in order to obtain as many informations as possible :

- Layout
- Presence of street lighting
- Nature of the ground
- Presence of dogs

In the days preceding the beacon placement, advise the colleague in charge of operating the C46.

D°) SECURITY.

When putting the beacon, **maximum security**.

- Good radio coverage.
- The person that goes with the technician should be equipped with a discreet equipment.
- The target or the places where he is must be under surveillance.

There isn't a typical way of doing but procedures to respect. There must be adaptation to the place layout.

Most frequent scenarios : area surrounding a house at night or public or supermarket parking lot.

1)° Case of a house at night :

typical way of doing : **circles theory**

The first circle : Technician and colleague going with them in immediate security. Avoid taking identification elements (proof of identify, police card...). While the technician operates, attention to their safety should be extreme. There must be attention to any light that turns on, any suspect noises... Be careful of farms, the gunshot can go quickly !

The second circle : immediate surroundings, attention required towards anything that could seem unusual. In this circle is positioned the vehicle in charge of taking back the colleagues.

The last circle : most distant crossing points.
Mission : signal everything coming inside the area.

2°) Putting beacons in the daytime on a public parking lot :
Try to have a **cover** to hide the operation.

Ideal : have a small van that sticks next to the back of the vehicle on which to put the beacon. One person opens the back door and pretends to be busy while the technician operates.

If it is impossible for the van to position itself : try to hide the operation by placing a vehicle sideways.

If no other solution is possible : a group of 4 to 5 people will pretend to be chatting behind the vehicle on which to put the beacon while the technician will slide under it.

The operation must be carried out **as quickly as possible**.

Once the beacon is placed : **make a test** with the tracking vehicle. The batteries will have been tested before their installation.

The area of operation is left only when the beacon goes into standby mode.

T.A.S.S.

DATONG TRACKING.

I- ROLE OF THE TRACKING LIGHT VEHICLE

Normal crew : a driver, a technician and a third man taking care of the navigation.

A) ROLE OF THE TECHNICIAN :

Translate in shadowing terms the informations transmitted by the beacon

Give precise instructions on the radio :

- Speed
- Position
- Progress

B) ROLE OF THE DRIVER :

- Keeping the right speed
- Required experience : display viewing, beeps interpretation
Sometimes radio.

C) POSITION :

First. (except special cases).

D) WORKING DISTANCE :

No typical distance.

Factors to take into account :

- State of the batteries
- Topography (city, countryside, highway...)
- Beacon position.
- Weather

In fact, ideal distance indicated by display :

Ideal : working in full green :

- 1 kilometer on highways
- 500 m. in rolling landscape.
- 300 m. en city

Take into account the traffic conditions.

Special case of the city.

For me, it is best to work in the classic way with support from the track if you lose the target. Unless security is a top priority or if it's 3 in the morning in Paris

II- ROLE OF THE FOLLOWING VEHICLES

A) TRACK :

No verification.

B) IDEAL OPERATION :

3 vehicles :

Position : one vehicle in constant contact with the track with a pedestrian team for the first verifications. At the same time, the track goes around the area and inspects the spot. It gets into position for a departure. It depends on how the operation is carried out.

Role of the two other vehicles :

When the track has a doubt on a direction, it sends a vehicle to check.

Approaching a difficulty, the technician sends a vehicle by sight

If the target is on a highway rest area, it sends the following vehicles to check and do the typical work (booth markings, contact...)

Danger : rest areas where a U-turn is possible (Cestas, « aire du Jura » on A 39 or A 15).

Search for the target in case it is lost :

different directions depending on the last instructions from the track.

Speed up as much as possible. At the same time, the track searches for a high point.

Point of using a scanner :

-Without : linear search

-With : lateral search

If the following vehicle finds the target again :

Target is stationary : wait for the track to refine the area (before first verification).

Target is moving : carry out the shadowing in the semi-traditional way waiting

for the operation to get back on track.

C) BUT AVOID LOSING :

How : Anticipate difficulties : Cartography and by sight, activate or not the following vehicles

D) POSITION OF THE 2 VEHICLES :

Leave a good distance. However all is relative and depends on the traffic density, the landscape, the radio coverage.

Two reasons to leave a relatively long distance :

-If we stay together, in case of a sudden U-turn from the target it passes all the vehicles (possible in a city – never to be done in the countryside)

-If the technician has a doubt on a direction, he can send a following vehicle to check (if all vehicles are together, it's too late : the exit is passed or the U-turn is impossible).

Plan in case of doubt :

Track and vehicle 1 accelerate in the same direction.

Vehicle 2 takes the possible exit and hurries up to get a signal back on the scanner or by sight.

Vehicle 3 waits on the litigious intersection to bring support either to track or vehicle 2.

III – USE OF AN HELICOPTER

Adjustment on the technical group. Action radius : 20 to 30 Km

Three frameworks :

A) DIRECT SHADOWING :

Noisy, draws attention.

B) LOOKING FOR A LOST TARGET :

Large radius, optimizes the search.

C) LOCATE A TARGET WITH A BEACON PUT ON THE FLY :

Shadowing interrupted because of a difficult landscape (mountains) or multiplication of security blows : We let go and find back the helicopter.

D) DRAWBACK :

Expensive
Civil security not always available

IV°) USE OF THE BEACON WITH NO TRACKING VEHICLE.

A°) SURVEILLANCE OF A VEHICLE WITH A BEACON.

In some cases, the beacon is interesting but the vehicle isn't essential.
Semi-traditional way.

Point :

1. Difficult area for the departure
2. Unsafe neighbourhood.
3. Target in a dead-end. Hard to check the presence of the target vehicle.
4. more flexibility depending on the :
 - a. terrain
 - b. traffic
5. optimization of the search in case the target is lost

Most usage rules of normal tracking apply.

BE CAREFUL OF :

6. Antenna concealment
7. Stationary vehicle, windows opened.

B°) SURVEILLANCE OF MATERIAL.

Surveillance of sensitive material such as an arms cache.
Activation of the beacon when we get the material back.
We can use a relay : Ex Basque Country

T.A.S.S.

G.P.S TRACKING

G.P.S SURVEILLANCE

2 possible types :

1° PURSUIT TRACKING.

G.P.S paired up with a G.S.M.

A° RECEPTION :

1° Landline computer.

Informations transmitted to the head of operation either by :

- telephone
- radio if good coverage

2° On-board computer.

Advantage : Quick transmission of informations by simplex radio (if area not covered by relay).

Soon possible to put a distance azimuth : ability to know the actual distance from the target. Allows to adapt the operation.

B° THE SUPPORT OPERATION.

Live display, on an appropriate cartography of the movements of the vehicle with a beacon.

Following vehicles must have the same cartography to be able to react instantly.

POINT :

Vehicle not very important.

The point is to see activities of the driver and the passengers.

To do so : A certain proximity with the target is required to react quickly.

Adapt to topography.

The operation can be further away than in the case of a Datong tracking.

The needed verifications should also take into account topography :

In a city :

One passage with a vehicle.

One release of pedestrians. (**more pedestrians** and **less cars** are necessary compared to a traditional operation)

In the countryside :

Often only one vehicle passage possible.

Use a vehicle that doesn't look « Police »

Desirable to have a video-equipped vehicle.

Desirable to have a mole with a mountain bike.

C°) FLAWS OF THE TECHNOLOGY.

1°) Having the vehicle available.

2°) Having the cartography.

If the target goes out of the area : No direct shadowing possible.

The data is recorded and verifications will be done later on.

3°) The G.S.M. coverage has holes.

4°) Temporary lack of coverage from the satellite.

In the last two cases, be careful of the target U-turn.

Be careful of the single file or all the operation vehicles stationary on the roadside.

Favor movement to static.

5°) Cost of G.S.M. communications.

6°) Possible detection by a scanner.

If possible, it is good to pair up the G.P.S beacon with a Datong.

II°) LOCALIZATION TRACKING

A°) PRINCIPLE :

Memorizing of a vehicle movements over a more or less long period of time.

With G.S.M. beacon.

Question the beacon by phone.

New beacons entirely programmable. This allows to mitigate beacons detectors.

Putting on standby and waking up on precise time slots. Ex : 3 in the morning.

In this framework we can use an autonomous power supply (to handle a vehicle that appeared on a meeting).

With radio G.P.S. beacons :

Mute beacon. It delivers its informations by download.
Radio-controlled.
Quick reception.

Drawbacks :

Requirement of passing next to the vehicle with the beacon.
Requirement of knowing a place where the car will stay.

Advantages : Limited risk for the beacon to be detected.
These beacons allow in theory live monitoring (be within radio coverage).

B°) EXPLOITATION OF COLLECTED DATA.

The Navlog G.P.S. beacon 3 possesses a memory which can stack up to 320000 positions.

Requirement to empty it regularly, otherwise : possible loss of informations.
40 minutes to fill a full memory.

Data recovery : Navlog function of the Magma software.

Collected informations presented as tables :

- Recording times
- latitudes and longitudes
- speed
- indications of movements or stops.

Exploitation of data :

a) ***put them in a cartography software.***

we obtain a position on a map.
not very interesting.
better to see on the spot what can be interesting

b) ***Research on site.***

2 possible tools.

Magma software with on-board laptop computer.

G.P.S. localization device of the Street pilot type

Good cartography required (to see what it at the end of a pathway for example)
Street Pilot is portable. We can do a verification by foot.
Use of on-board video desirable.

Once located, classic investigation work :

- note the vehicles

- tax

- cadastral plan

- phone booth listing

- Etc...