USE OF CLOSE PROTECTION
VEHICLE TECHNIQUES
**AIM:** To discuss the use of vehicles in close protection procedures and associated techniques.

**Intended learning outcomes:** By the end of the session trainees will be able to:

1. Explain the need for vehicle security and precautions taken to maintain this security
2. Describe the risk assessment implications with regards to the use of vehicles.
3. Explain the need for alternative transport plans
4. Describe the variety of vehicle and driving arrangements and how this impacts on the role of the close protection operative and team; i.e. chauffeurs, self-drive, people accompanying the Principal
5. Demonstrate how to embark and disembark from a vehicle in a variety of scenarios
6. Explain the legal obligations close protection must undertake regarding the use.
PCP2 Plan and prepare to minimise threat and risk to Principals
PCP 4 Establish and maintain secure environments
PCP 5 (SLP2) Communicate effectively in the workplace
PCP 7 Maintain the safety and security of Principals whilst in transit
PCP 8 Maintain protection whilst driving.
USE OF CLOSE PROTECTION VEHICLE TECHNIQUES

Basic Driving Skills

Most drivers think they are better drivers than everyone else, but if that was the case where did all those bad drivers come from? Almost all accidents are caused by human error and in particular due to unsafe driving practices or negligence.

Almost a third of all accidents are rear end shunts, and you wouldn’t be the first PES driver to shunt the Principal’s vehicle during a moment’s loss of concentration. Many accidents are the result of simply driving too close to the vehicle in front, which is a problem for us because very often while escorting a Principal a driver will remain quite close so that no other vehicle can jump in between the convoy.
What makes a good driver?

CONFIDENCE! That’s what... He handles the vehicle efficiently and effectively with the ride being smooth, with the car and driver operating as one whilst practicing skilful and effortless use of the controls. The driver will have excellent observation skills, with the ability to remain alert throughout even the longest of drives (Condition YELLOW). He will be actively scanning through 360 degrees, matching his vehicle’s speed to the road conditions and the situation on the ground. He will have a highly developed sense of hazard awareness and display an excellent attitude to other road users AT ALL TIMES.

Contrary to what we all like to believe, we are not all good drivers. Some people are drawn into this aspect of CP and they excel in it. However, ALL CPO’s SHOULD BE ABLE TO DRIVE, and CPO’s without a licence should obtain one as soon as possible. All CPO’s need to know the basics of defensive and evasive driving as you never know when you may be asked to take charge of a vehicle in an emergency!
Close Protection Drivers

Very good CP drivers are a rare breed. They need to have all the skills and attributes of a good CPO, whilst also being highly skilled drivers, capable of handling their vehicle right to the very limits of its performance and be safe and reliable, even when under extreme pressure. They need to make instant decisions under duress, and be cool and calm with ability to escalate into controlled aggression should it become necessary.

That being the case, there is no place in CP for a reckless or cavalier driver as the job is just too important to the overall success of the mission in protecting the Principal. What makes these superb CP drivers so rare is the fact that a CPO with all those attributes generally does not want to be stuck behind the wheel of a car as they want to be out there with the Principal on the ground at the ‘tip of the spear’ so to speak.
Because the driving aspect of CP is often ignored by the more experienced CPO’s, this job is usually taken up by the ‘new boy’ or less capable individuals. In fact, it is quite common for some Principals to have drivers who are not CP trained at all and are employed purely on their navigational of the city in which they are employed and look quite dashing in a grey peaked cap!

Because of this, many might look at a CP driver and see a glorified taxi driver; this is especially so when the driver is overweight and always appears to be eating. Many only remain in place because they have become personal friends with the Principal or his family which is fine if there is no threat, but not too useful if the client is being targeted by a determined aggressor or hostile surveillance team such as the Paparazzi.
Driver Training

Driver training is vitally important as in all aspects of CP training and should be carried out whenever possible in the regular vehicle, except of course, when this is impractical such as when ramming practice is taking place using the Principal beautiful Bentley!

However, it cannot be stressed enough that a slick manoeuvre that you can do in an old Ford with a manual gearbox and bald tyres will be a lot harder to do in your regular car with tyres designed to hold the road and on regular road widths rather than airfield size training areas. Good CP driver training instructors are extremely hard to find as there are not too many specialist instructors with operational experience in both civilian and hostile environments.

Saying that, courses ran by the Institute of Advanced Motorists are an excellent grounding for the Close Protection driver, as this will help you greatly when it comes to the evasive driving manoeuvres, ramming and high speed driving.
General rules

Before setting off on a journey and whilst en-route, due attendance must be paid to some standard procedures and the usual list of do’s and don’ts. Drivers must be trained Close Protection Officers who enjoy a high standard of driving skills and should have attended an offensive and defensive evasive driving course. Some general rules follow;

1. Know your vehicle
2. Choice of vehicle
3. Brief all passengers
4. Accurate timings.
It is essential that you do your best to insist on accurate timings. Establish the time your Principal needs to arrive at a specific location. Work backwards from your time on-route from your Recce and advice as to the time you have to leave. Be firm, leaving to late could put everyone in a flat spin, cause tension resulting in poor convoy drills and endanger the Principal if speed becomes excessive to the point of unsafe

If asked how long the journey will take and what time to leave – always give yourself a margin and give them a soonest and latest. The soonest is when you would like to leave the latest is that time which could cause being late for an appointment and require and unacceptable speed on route. Given that information it is then there decision when they leave knowing the consequences.
Choice of vehicle

1. Often we as operatives cannot influence choice but ideally we would like to see the following:
   2. Auto box, power steering
   3. Central locking doors
   4. Air conditioning
   5. Run flat tyres
   6. Reliability
   7. Not overly ostentatious

Depending on the threat level and available resources, you should also consider:
1. Engine run on protection
2. Armouring
3. Self – repairing fuel tanks
4. Full air filtering system.
Ensure You Have the Correct and Most Appropriate Vehicle for the Journey

Vehicle security

Vehicles used by Close Protection Teams must be kept in a secure lock-up when not in use by the driver. If the vehicle is left unattended at any time the driver must conduct a full search of the vehicle before setting off. When arriving at a venue the driver must stay with the vehicle to ensure that no device can be attached to the vehicle. If possible an IED Detector should be placed under the vehicle.
1. Searching of the vehicle must be one of the teams SOP’s and must be conducted at the start of every day by two team members following a set searching routine

2. When parking the vehicle at a venue you must not nosy park. The vehicle must be ready to move at all times

3. The driver must remain alert at all times when travelling or parked at a venue and must always lock the doors when travelling in the vehicle

4. Also consider extreme weather conditions and whether or not a 4 wheel drive vehicle would be most appropriate?
Risk assessment implications with regards to the use of vehicles

With every form of transport the risks such as speed, unforeseen traffic jams and breakdown vehicles can become a large target and where possible driven at speed however all drivers must stay within the law and abide by the Highway Code. You must remember you are not the Police and you cannot run red lights.

The need for alternative transport plans

When considering the use of vehicle you must ensure you have a backup in case there are problems with travelling by road, it may be safer and quicker to fly and have vehicle at the destination airport to get your Principal to his meeting. Consider the use of hire vehicles and the use of a chauffeur when considering the use of hire vehicles book three vehicles and only use two this gives you some form of security.
WHAT IS TACTICAL DRIVING?

Tactical driving can be described as a:

“Two-car Close Protection Team applying road craft, safe driving and tactical positioning to safely convey their Principal between locations”.

Principals of Tactical Driving: - C.O.A.T.S

C ommunications
O bservation
A wareness
T eamwork
S afe driving practice.
Reasons for having a PES:

T.R.A.M.P.E.D

T - Threat to come between lead car and potential threat
R - Room to create room in heavy traffic
A - Anti Surveillance drills
M - Manpower to provide additional resources and manpower
P - Protection to give protection to rear of convoy
E - Emergency transport to become VIP vehicle in the event of a breakdown/collision
D - Decoy - to act as a decoy vehicle.
Rules of Tactical Driving

1. Both vehicles should have visual contact at all times. Good procedures and communications are vital in maintaining this.
2. The PPO is in control of the doors which should be locked immediately on embus.
3. Windows closed at all times (may open windows whilst moving but no more than two inches).
4. There must be efficient communications between vehicles by use of code words for procedures.
Rules of Tactical Driving

5. Correct spacing between vehicles for reaction procedures to be initiated
6. Both vehicles should be aware of any vehicle overtaking the convoy
7. Surveillance awareness and PES car to be guarded at all times unless a secure car park can be used
8. Surveillance awareness and anti-surveillance should be practiced on all journeys
9. IP vehicle and PES car to be guarded at all times unless a secure car park can be used
10. Maximum distance between VIP and PES vehicle should never be more than 30m but this depends upon threat level, road, speed and weather conditions.
Vehicle Roadworthy Checks (First Parade)

1. Ensure you don’t wear your suit when you carry out the checks!
2. Visual examinations for any damage
3. Check tools, jack, spare tyre
4. First Aid / Trauma pack (Individual and vehicle)
5. Tyre pressure, refer to manual, check tread depth and sidewall damage
6. Check fuel (level and Diesel or Petrol?), oil, water, windscreen wash, brake fluid, ATF (carry spare windscreen wash).
Vehicle Roadworthy Checks (First Parade)

7. Lights, indicators, hazards, fog lights, brake lights, reverse lights, hi-lo
8. Windscreen wipers
9. Horn
10. Fire extinguisher
11. Cleanliness
12. Locate and inspect vehicle jacking points!
Remember: P.O.W.E.R.

PETROL

OIL

WATER

ELECTRICS

RUBBER.
Vehicle Inspection Sheet – (First, Halt & Last Parade – FPI/HPI/LPI)

<table>
<thead>
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<th>Description</th>
<th>First Parade Inspection</th>
<th>Halt Parade Inspection</th>
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**VIP VEHICLE – Common types, specifications and equipment:**

*Mercedes, BMW, Bentley, Jaguar, Lexus, Audi, Limousine, People carrier, 4x4*

1.3 litre Conservative colour                        11. Fuel cut-out
2. Automatic                                         12. Spare mirror
3. Air conditioning                                  13. Medical pack
5. Run-Flat tyres                                    15. Umbrella
7. SATNAV                                            17. Spare bulbs / fuses
8. Alarm / Immobiliser (Thatchem spec)               18. Torch
9. ABS                                               19. Comfort items
PES VEHICLE – Considerations and equipment

The PES vehicle may be of similar type to the VIP vehicle yet should be a different make and model

1. Manual versions are better than automatic

2. Range Rover, Discovery or Land Cruiser

3. The PES vehicle must be of equivalent or greater power to the VIP car in order to be able to keep up with it and put in protective blocks if required.
Equipment for PES Vehicle:

1. Medical Pack
2. Fire extinguisher
3. Vehicle tool kit
4. Basic search kit
5. Jump leads
6. Communications
7. Tow rope & shackles
8. Spare keys (all cars)
9. One gallon of **CORRECT** fuel
10. Anything specific to task
11. Mirrors
12. Winged triangle
13. Spare fuses / bulbs
14. Maps (Road and A-Z)
15. Anti tamper seals
16. Crow bar / sledgehammer
17. Seat belt cutter
18. Overalls
19. Blankets
20. Umbrellas
21. Torches
22. WD40
23. Gloves.
VIP TACTICAL SECURITY DRIVING

**Definition:**
Methodology and set of techniques employed by trained personnel using appropriate vehicles to afford a VIP the best protection and smoothest possible journey.

**Safe Driving Essentials:**
1. Concentrate all the time
2. Take your time
3. Scan by keeping eyes moving
4. Anticipate what if??
5. Always drive at such a speed that you can stop your vehicle in the distance to can see to be clear
6. Apply the two second rule (following distance).
2 Car Escort Drills

Principles:
1. Mobile security principles apply
2. Maximum legal, safe and smooth speed
3. Safety bubble and escape routes

Speeding

“Police tolerances for speed = 10% + 2mph”
(but this can vary, so beware of average speed camera’s)

Remember that you are not immune from the laws of the road and will be prosecuted for speeding or reckless driving just like any other road user!
VIP Car Driving:

1. Safe, secure and smooth ride for Principal
2. Actively positioning away from perceived danger
3. Hold off vehicle ahead (2 seconds)
4. Space for 2 vehicles whenever emerging

PES Car Driving:

1. Fend off threats
2. Anti-surveillance
3. Vetting of all traffic approaching from the rear
4. Blocking perceived threats
5. Tactical contact / lane for VIP car.
Where should the Principal sit in the car?

Some might say that he is at liberty to sit anywhere he likes, and some Principals do, ignoring sensible advice. Some Principals may insist on driving themselves, and this is more common than you might think! While this is not the best situation you may well have to run with it and compromise.

Ideally, when being driven, the Principal should sit in the rear seat behind the front passenger seat which will ideally be occupied by his Bodyguard. Though sometime the BG is forced to travel in the backup car, all he can do then is to stay as close as is safe to be in a following vehicle.

All doors should be locked immediately after the Principal is in the vehicle and strict observance of the ‘230’ rule should be observed with regard to windows.
Rule 203 states
“No windows will be open more than two inches when
the vehicle is travelling under 30mph”

**NB:** if you are working with a threat that demands an
armoured car, then opening windows **IS NOT AN OPTION**

Even if the AC is not working your windows should remain closed at all
times due to the obvious raised threat that requires an armoured car in the
first instance. If you were stopped suddenly in an ambush, even a window
open one inch would render all that armour useless when the muzzle of a
weapon is pushed through it, fires a shot and that bullet then does an
impression of a Pin-Ball machine, bouncing off all the armour inside killing
everyone....TWICE!
Wearing of Seatbelts

Dead simple; The Principal, his BG and driver should **ALL WEAR SEATBELTS**. There are still two schools of thought on this that persist, to which I answer with one high profile example where failing to wear a seatbelt resulted in a huge failure in Close Protection;

“**Paris 1997, Princess Dianna**”

The only exceptions to this rule, is if you are;

1. In static or very slow moving traffic with the chance of being ambushed
2. Slowing down for the drop off.
One Car Drills

The CPO will frequently find that he is on his own, sometimes even driving the vehicle. Having no backup to rely on means that your route planning, navigation and timings must be meticulous. It is extremely important that the driver is extra vigilant at all times, as he can expect no assistance should he have a puncture, traffic accident or drive into an ambush. He should always observe the speed limit and never violate the local traffic laws. He should position himself at all times so that he is afforded the best view ahead. He should use the rear view mirror extensively and always look for any escape routes when approaching junctions or traffic lights.

Convoy driving

Some convoys are seemingly ridiculous such as the President of the United States or POTUS as he is referred to by his protection team of 2000! When he was President, GW Bush visited the UK and was collected by a twenty five vehicle convoy....and that was not counting the outriders! I very much doubt many CPO’s will get to ride in protective convoys that big. The convoy, even if it only consists of two vehicles is the preferred way to travel on the civilian circuit, with three, four and five vehicle formations preferred in Iraq and Afghanistan.
Where should the Principal be in the convoy?

If the Principal is employing a PES and they have a backup car they should always travel behind the Principal’s vehicle, as this is the best position to take defensive measures should the convoy come under attack. If attacked from the rear they are already there. If attacked from the flanks they can quickly overtake or undertake to place themselves between the threat and the Principal’s car (Blocking).

If the attack comes from the front then they can overtake and take the threat on from the front. So, in a two vehicle convoy the Principal will always be in the front vehicle. Some might argue that he should travel in the rear every now and then to keep the bad guys guessing, but this is wrong. The escort vehicle is severely hampered in its responses to attacks should they come from anywhere other than the front.
In a three car convoy, the Principal can be in the middle vehicle which affords him all round defensive cover and in a 4 vehicle convoy the Principal can be in either the second or third vehicles.

Some may now argue that in a three or four vehicle formation that the Principal can be in the front vehicle, which would unnecessarily reduce the protective capabilities of the team by opting out of all round protection.
Two car drills

The most common protection convoy consists of just two vehicles. For the reasons stated earlier, the Principal will be in the lead car with the PES behind, with the Principal driver always being aware of the PES’s position. He will never pull into a line of traffic if there is not room for both him and the PES car. Likewise, he will never pass through traffic lights if it is on amber or about to change cutting him off from the PES. The need for awareness and concentration is paramount for the lead driver!

When a PES driver trusts the lead driver, he will always follow; i.e. if the Principal’s vehicle is turning right then the PES will always go with him, often only looking at the offside traffic, knowing that the other driver wouldn’t have gone without it being clear on the nearside.

The lead vehicle must ensure that he positions himself with regard to giving the PES good visibility of the road ahead. This means that he will be at a different position on bends and junctions to if he were a single vehicle with no PES. At junctions he will position himself so as to make it easier for the PES to provide cover for them. This cover is both from live traffic or an attack of some kind.
NB:
Even if the lead vehicle takes a different turn to that of the pre-agreed route, then the PES must still follow and offer protection. There may be a very good reason for this ‘wrong’ turn, and even if it is just an error, the BG can always pass this off to the Principal as Anti-Surveillance’ manoeuvres!

Obviously, if the driver has turned down a dead end, the use your common sense and hold the junction for him to turn around.
VEHICLE ANTI AMBUSH DRILLS

Although the most vulnerable part of a journey is the start and finish, many incidents have occurred when the VIP is travelling between these two points. These incidents were possible to plan because of weaknesses in drills. The chances of being ambushed can be greatly reduced by the careful selection, planning and security of routes and timings before the journey.

“Remember to present a “HARD TARGET” at all times by maintaining concentration and professionalism whilst practicing slick well rehearsed drills”.

AARTIC SECURITY TRAINING GROUP
Whether you are giving this subject on a team task or advisory, or you’re receiving it to practice drills as part of an operational team, it is the culmination of a large amount of time on the training area.

It is important to look objectively at the makeup and layout of the convoy, the threat and the VIP in order to practice realistic and viable drills.

Inevitable training area limitations make these drills the hardest to practice realistically so there must be some preconceived role play to determine the situation after the ambush is sprung.

**AIM:**

The aim of this lesson is to instil the principles of anti ambush, discuss the main options and outline basic vehicle anti ambush drills.
THE MOVING ATTACK
In order to discuss offensive driving techniques associated with protection of public figures, it is first necessary to become acquainted with the modus operandi (MO) of the attackers. A cross-section of vehicle assassination attacks, ranging from the gangland killings to South American terrorist group assassinations, was studied to determine the pattern of the typical attack and the specific vehicle tactics employed. A summary of key points identified in these case studies appears below:

In most cases studied, the attack was carried out by employing two vehicles. One vehicle was employed to impede or cut off the target vehicle; the other vehicle was employed to launch the attack itself. For example, in one instance an attractive girl in a Volkswagen passed the target vehicle and, when in front of it, suddenly slowed down to impede the target vehicle's progress. As the second attack car moved into position alongside the target vehicle and the firing began, the girl accelerated away and turned into a side street. In general, the attack vehicle held three persons; a driver, a man in front with the driver, and a man in the right rear seat. Both passengers usually brought weapons to bear on the target vehicle during the attack. The impeding vehicle frequently held only the driver.
All successful attacks were carried out from the left-hand or driver's side of the target vehicle. Firing started as the attackers reached the rear blind spot in the driver's vision and firing continued as the attackers passed the target vehicle until they reached a position where they could no longer bring their guns to bear. Attacks generally took place where cross streets or turn offs were available to allow the attackers a quick, easy escape after the attack. Estimated time duration of the studied attacks was from 10 to 15 seconds with about 10 to 15 rounds being fired at point blank range by each gunner.

When a single vehicle was used, the same blind spot attack pattern was employed. However, because of more manoeuvring options available to the target vehicle, the attacks were usually somewhat shorter in duration and, in general, less effective. Surprise appears to be the key factor in all vehicle attack techniques.

In cases where the driver was alert and suspicious of vehicles behind him and react defensively, the evasive actions of the target vehicle frequently frustrated the attackers by denying them the element of surprise and preventing their movement into effective attack position. In almost every case, the confusion caused by the attack resulted in no reliable description or license number of the attacker's vehicle being obtained. Most vehicles were stolen or rented for the attack.
**Target Vehicle Driver Errors:**

Information provided by survivors of attacks and/or from studies of the site of the attacks tends to indicate the following driver errors: In one case, the driver attached not significance to or saw no danger in a vehicle full of young men following him. He thought them "just young smart alecks out for a joy ride". *(Driver was not alert or trained)*

It should be noted that the driver's constant alertness to conditions around him and suspicion of other vehicles manoeuvring in the traffic flow often enabled him to reduce the surprise element of the attack and hence the effectiveness of the attack. In some cases, driver alertness and suspicion foiled the attackers by denying them attack position. When attacked, some drivers were able to effectively break off the attack or shorten attack duration by employing offensive driving tactics.
THE AMBUSH ATTACK

This is the prepared ambush, sprung from carefully selected position along the road. By definition, the action will take place at a time and location chosen by the attacker. He will probably have calculated firing angles and blocked the road. His aim is to halt the subject's vehicle within a killing zone and destroy him there. The driver's emergency reaction will be determined by the position of the attacker relative to the vehicle's position.

If the ambush is launched from an area directly adjacent to the road: The driver applies full power attempts to drive out of the killing zone. If his way is blocked and he cannot reverse or ram his way clear, he should drive into the ambush. This will disrupt firing angles and place the least vulnerable part of the car between the subject and the attackers.

This will also disconcert the attackers who will probably have assumed the driver would go to the opposite side. It should be noted that when such prepared ambushes were employed in Southeast Asia the opposite side of the road was frequently booby-trapped to prevent escape.
The trailing escort vehicle should halt as soon as the ambush is sprung. At all cost, the escort security force must avoid being caught in the killing zone. Their Principal task is to flank the ambush and clear it. Even if they do not succeed in overrunning the attack position, their manoeuvre and the attackers response it induces will reduce the amount and effectiveness of the fire directed at the public figure. Security personnel caught with the subject in the killing zone must immediately return fire. It is imperative that they do all that is possible to disrupt the carefully planned ambush sequence.

Return fire is, by far, the most efficient method of achieving this end. A smoke screen or tear-gas cloud has also proven effective. The occupants of the public figure's vehicle, in a static ambush situation, should elect to remain inside the vehicle and the protection it offers.
A study of post-assassination attacks makes it clear that in most cases where individuals exited the vehicle they were killed when the attackers were positioned less than 100 yards distance. A well-prepared static ambush that succeeds in isolating its victim away from all protective cover inside the killing zone will inevitably be successful. The only real hope of survival is to utilize the available protection and attempt to suppress incoming fire until the flanking security forces drive the ambushers away. Even if the attacker's firing position is some distance from the roadway, the public figure driver initially reacts the same. He must try to escape the killing zone.

The driver of the public figure vehicle, which has been stopped by an ambush situation, should first attempt to reverse his direction and break contact with the attackers. Reversals of direction will not only removes the public figure from the killing zone, but also represents movement toward protective reserve forces positioned along the previously travelled route.
Three basic reversal of direction or vehicle turn about manoeuvres may be employed in these situations, in addition to simply backing away from the attack. The selection and employment of any particular type of reversal action depends upon several factors; the road and shoulder condition, the width of the road, the position of the public figure vehicle in the road, and the turning radius of the vehicle.

The driver may elect to simply place the vehicle in reverse and back away from the zone but, because the speed of the vehicle in reverse gear is comparatively slow (10 to 20 mph), the vehicle should resume travel in a forward direction as soon as is practical.

There are three basic vehicle reversals of direction manoeuvres, which may be employed to break contact with the attackers in ambush situations. These and similar manoeuvres may also be usefully employed under other attack conditions.
PRINCIPLES OF ANTI AMBUSH DRILLS

1. PROTECT THE VIP
2. REMOVE THE VIP
3. FAST AGGRESSIVE ACTION
4. CARRY OUT THE CORRECT DRILL
5. DO NOT ATTACK THE AMBUSH UNLESS ABSOLUTELY NECESSARY
6. BEWARE OF DOUBLE AMBUSH OR DECOYS

PROTECT THE VIP:

The duty of the CPO is to protect the life of their VIP at all costs. At the first sign of something being wrong, then the BG should immediately leave his seat, dive into the back of the care and cover the Principal!

(Loyalty, Motivation & Body Protection)

REMOVE THE VIP:

The VIP must be removed from the danger area to a safe haven as quickly as possible, but only when safe to do so.
FAST AGGRESSIVE ACTION:

Regardless of the training and professionalism of the team the "ambush" is a confused and hard to control time. Sometimes fast aggressive action coupled with instinctive drill will be the only factors that extract the team successfully. *(Speed, Aggression & Surprise)*

CARRY OUT THE CORRECT DRILL:

Circumstances will dictate the drill to be utilised. The reason that likely situations and drills must be practised is that (unlike the forward knowledge of the range) when a genuine ambush occurs unexpectedly the correct drill is instinctive due to the development of “Muscle Memory”

DO NOT ATTACK THE AMBUSH UNLESS ABSOLUTELY NECESSARY:

The escort must remember they are in a defensive and protective role. They must be fast and aggressive but not move forward to attack the ambush except to provide cover for the VIP. the team must be encouraged to choose the drill of driving straight forward or reversing out if possible and thus not attacking the ambush unless absolutely necessary. (Such as all vehicles blocked in or immobilised).
BEWARE OF DOUBLE AMBUSH AND DECOY:
Knowledge of the ground and the local political situation are important. It has occurred where an obvious ambush is used as a distraction and has been encountered by a secondary attack from the area the convoy would naturally retreat to. This has been used in especially well planned ambushes by professional terrorist groups and was utilized to good effect during the early days of the Iraq Insurgency between 2004-2006.

MAIN OPTIONS:
Before we look at specific drills we should discuss the three major options:

1. DRIVE STRAIGHT THROUGH:  - RAMMING
2. REVERSE OUT
3. ACTION IN THE AMBUSH.
DRIVE STRAIGHT THROUGH

The first and most desirable action in an ambush is to drive straight through thus protecting and removing the VIP however, in the case of a well planned ambush this is the most unlikely option. The onus is on the drivers who should be integrated members of the teams. If a way through the ambush is feasible the drivers must make fast and aggressive decisions

RAMMING.

Most cars can withstand a collision using the maximum pushing power of a ram and still be capable of being driven away, especially in today’s cars which are built with safety in mind

For the ram, brake to a low speed, select a low gear, select point of impact rear or front wheel arch away from the engine; when 25' to 30' feet away accelerate hard, drive straight through and keep going, working on the lifting and pushing effect of the engine block

Ensure that you keep your hand on the gear lever throughout the manoeuvre to prevent the car from possibly jumping out of gear during the impact.
REVERSE OUT.

The second major option is to reverse out. Remember the principles, remove the VIP and avoid the ambush. If the road is wide enough the backup car would obviously move to one side giving the VIP car room to extract its self possible using ‘Y’-turns whilst providing cover from the ambush area.

In this situation a lot of the protective firepower would come from the lead car that may or may not de-bus depending on their vehicles state and time to reverse out also. If the road did not facilitate the backup moving on one side then obviously it would have to reverse in tandem with the VIP vehicle carrying out the ‘Y’ Turn having put a safe distance between convoy vehicles and ambush.

If the lead and VIP cars are immobilised the backup will have to close with the VIP car extracting the VIP and transferring him out of the killing area in the backup car.
ACTION IN THE AMBUSH AREA.

This is the hardest option which will occur in a well planned ambush. In this situation all the vehicles are immobilised because of effective blocks front and rear, accident or traffic build up

Combat appreciation, command and control are difficult and local knowledge can help. The VIP will be removed using body cover and cover of the vehicles (especially if armoured) by the PPO and close escort, or, will be removed away in an urban or rural setting in to hard cover. This is a form of ERV before further movement to a safer more long term position

**NB:** These drills will be practiced on the training area running through a variety of realistic ambush attack scenarios such as car-jacking attempts. (The many car-jacking tactics are discussed in the Incidents and dilemmas chapter).
When travelling in a vehicle it is important that the **Principal sit directly behind the PPO** this is for Command and control of the Principal during an incident.

**ONE VEHICLE MOVE - ONE PPO  RIGHT HAND DRIVE VEHICLE**
KEY:

Driver / PES  PPO  SAP
PES  Principal

ONE VEHICLE MOVE – PPO & PES - RIGHT HAND DRIVE VEHICLE
KEY:

Driver / PES  
PES  

PPO  
Principal  

SAP  

TWO VEHICLE MOVE - FULL CP TEAM - RIGHT HAND DRIVE VEHICLE
EM-BUS & DE-BUS DRILLS:

There are two specific drills for both Em-Bus and De-Bus. These are:

1. ORTHODOX

When VIP door is closest to the building entrance (safest)

2. UNORTHODOX

When VIP door is the opposite side to the building entrance.
DE-BUS, ORTHODOX - ONE PPO - It is not possible to itemise all variations when escorting a V.I.P to and from a vehicle. The following is intended as a guide as to the more common procedures. In all cases the V.I.P's vehicle should be parked as close to the building entrance as possible.
EM-BUS, ORTHODOX – ONE PPO - In this case the danger will be to the FRONT. The protection officer should leave the building first. On reaching the vehicle, the VIP should enter first with the Protection Officer remaining outside until the VIP’s door is secured. The Protection Officer then also enters the vehicle, which moves away immediately.
DE-BUS, ORTHODOX:
CP TEAM – Four Protection Officers using back-up Vehicle and SAP deployed. The addition of a second vehicle has many advantages, including use as an escape vehicle. In the following diagram the second vehicle is positioned behind the first, but consideration should be given to its being used for protection by stopping at a suitable angle to or alongside the V.I.P. car if circumstances justify it. The VIP’s door should be in a direct line with the building entrance, the V.I.P. remaining in the vehicle until the PPO opens his door for him. This ensures that the PPO is in a position to act if an emergency occurs. Since the building is classed as a safe area the V.I.P. should enter first, followed by the PPO, checking for danger from BEHIND and the SIDES. SAP members will already be in position.
EM-BUS ORTHODOX

CP TEAM – Four Protection Officers using back-up Vehicle and SAP has deployed ahead

It is important that the officers position themselves correctly for the walk to avoid unnecessary crossing over on reaching the vehicle. The PPO reaches the door first ahead of the VIP and secures him in the vehicle, before then moving immediately to his door and entering the vehicle. The remaining PES then move immediately back into their vehicle and the PES Driver edges out to clear the way for the VIP car to move.
CP TEAM - Four Protection Officers using back-up Vehicle and SAP deployed.

Early consideration should be given to which side the V.I.P. will leave the vehicle at the destination. The diagram below shows the V.I.P. leaving the vehicle on the side away from the building, hence the term, UNORTHODOX.

It is better to walk around the back of the vehicle if the V.I.P. is to leave the vehicle on the ‘wrong side’. The rear of the vehicle should then be in line with the building entrance, not the rear passenger door.
EM-BUS, UNORTHODOX

Four Protection Officers using back-up Vehicle and SAP has deployed ahead. En-route - If the distance from the building to the vehicle is very short the escort can maintain formation in order to pass between the vehicles. Otherwise they should form up in the usual way.

Three Protection Officers engaged in escort on this example, one of the officers will be waiting at the building prior to the Clients arrival and will remain at the building after Clients departure. This can be varied according to the circumstances.

The diagram below shows the V.I.P. entering the vehicle on the side away from the building. Consideration should be given to his entering the vehicle on the side nearest the building. This will be subject to the degree of risk at the departure and destination points.
TACTICAL DRIVING SKILLS

TWO VEHICLES – SINGLE CARRIAGEWAY

**Note:** The PES vehicle is offset to the right for good visibility; this would be the position for straight road use.
TWO VEHICLES – DUAL CARRIAGEWAY

The PES effectively blocks the road to vet vehicles from the rear, and then will pull over to allow them to pass, DON’T ABUSE. Without a blue light on the top you will very quickly annoy other road users.
MOTORWAY DRIVING

The PES sits in the outside lane to vet vehicles approaching from the rear. Once vetted, he will pull over and allow them to pass. The PES will NOT allow a vehicle to split the convoy.
The PES will stay in the Off-Side lane of the slip-road and will be the first on to the carriageway to “BUY” the time for the VIP vehicle to enter. The vehicles will then move into normal motorway convoy positions.
EXITING THE MOTORWAY

Know your exit!! The VIP vehicle moves to exit lane as PES moves across the inside lane towards the exit lane offering cover and then adopts normal position to block from the rear.
LEFT HAND TURN AT A JUNCTION

The PES must endeavour to cover as much of the right and ‘buy the lane’ for the VIP vehicle whilst giving it cover. It is not practical to carry out this manoeuvre if the road is too narrow to cater for both vehicles, as the PES will be in danger of collision with vehicles turning in to the junction from the main road.
RIGHT HAND TURN AT A JUNCTION

If possible the PES should block the road from the left to allow the VIP vehicle to ‘gain the lane’.
LEFT HAND BEND

The PES is offset towards the offside on the inside lane to aid good inter-visibility. The VIP vehicle should be offset slightly to the nearside.
RIGHT HAND BEND

The PES is offset towards the nearside of the lane to aid early visibility around the oncoming bend and also good line of sight on the inside.

The VIP vehicle should be offset very slightly to the offside but not too far over that it may be at risk from oncoming ‘straying’ vehicles.
Straight on at Roundabout or Right Turn

The vehicles swap positions as they approach the junction onto the roundabout with the VIP to the offside and PES to the nearside who then pushes out first. The VIP adopts a position close to the roundabout as for turning right and the PES will shadow the VIP all the way until the desired exit, before then exchanging positions again in to normal convoy formation. This requires rapid (but controlled) acceleration and deceleration from the PES Vehicle.
SUMMARY

The Close Protection driver is one of the most vital roles within the team. Remember the vehicle is sometimes your best weapon, but it can also be your worst enemy with the wrong person behind the wheel.

He will be an expert at defensive and evasive driving and should always conduct continuation training in his work day vehicles or as similar vehicle as possible. To attempt evasive turns requires considerable skill and their success depends on many things such as the width of the roads that the ambush is mounted, the road surface, type of vehicle, front or rear wheel drive, auto or manual, and of course the skill of the driver!

However, unless you are looking after someone with considerable threats against their life then the biggest danger you will face will be from other road users. Patient defensive driving is the only weapon that you can use to protect yourself.

Be very careful when selecting the drivers for an assignment, as the whole operation can succeed or fail depended on their skills!
QUESTIONS?