



Types of Surveillance

- Static observer
- Static in vehicle
- Mobile in vehicle
- Covert – as located in a building

Knowing What To Look For

Vehicle(s): Is it strategically placed, is it out of character for the neighbourhood?

Mobile: Are you being followed from set points by regular vehicles or regular occupants?

Frequency: How often have you seen the same vehicle / occupants / individual?

Surveillance Indicators

Regularity – Are they (or the vehicle) there regularly and in recent past?

Recurrence – Are the same person(s) being seen repeatedly? Either on foot, static or in differing / same vehicles?

Body Language – Does the body language raise your awareness?

Role – Is the role they are acting out (workmen / painters etc) match the scene?

Location / Area – Have they selected a choke point / narrow route point to ensure good observation?

Surveillance Detection

Time - Surveillance is detected over time. Driving 50 mph for 10 miles on a straight road does not allow the participant to detect surveillance.

Environment - In order to “draw” out a surveillance team. The “Target” must change environments; shopping, industrial, recreational, residential, etc. A change in environment must be logical, create a reason for changing areas.

Distance - The key of using distance in conjunction with time is multiple sightings over time and distance. The distance can vary and may be driven by time available for planning and the area of operation.

Direction - Changes in direction will force the surveillance to commit and does not allow them to anticipate your route. Remember, the surveillance team will usually know the area better than you.

Route Planning - When designing the route, remember it must be believable, it should flow. The surveillance team will believe that you are doing errands or doing area familiarization. When designing travel routes, motorcade routes - the team must consider using multiple routes and plans to avoid setting a predictable routine.

Choke points – These may be used to draw out surveillance when confirming status. Caution - the use of a choke point is risky. Bridges, tunnels, one way streets are avenues that allow you to channel.

Surveillance and confirm your status.- Choke points should be avoided when you have confirmed your status as free of surveillance.

Reverses - Natural areas or actions along the route that allows a face to face with the surveillance.

U-turns - are an excellent choice of a reverse. The U-turn could be in location where the local traffic permits turns and in areas where the route logically dictates a reverse

Probes - Routes used to find surveillance. If intelligence or past sightings indicate possible surveillance in an area, probe (Surveillance Detection Routes (SDR's) can be used to 'flush' out the surveillance.

The Route - An effective SDR will have a start point, timed segments, stops and an end point. The route should not follow a general direction, i.e. north or south. A route will change directions at logical turns.

Stops - Stops should be logical, credible and vary in duration. Well thought out stops will force the surveillance to react and provides an opportunity to gather information about the team. Descriptions of team members, vehicles, license plates, etc

Turns - Non-alerting turns must be incorporated into the route in order to force the surveillance to react. The turns must be logical - continue to tell the story. When incorporating turns, think about right hand turns. Right hand turns will allow you to get a look at vehicles behind you and not be alerting.