



**INSERT – MILITARY POLICE  
(English)**

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**Issued on authority of the Chief of the Land Staff**

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## PART 8 – ARM INSERT

### TAM 811 – MILITARY POLICE

#### COMMAND

##### 811.01 – GENERAL

1. The aim of TAM 811 – *Military Police* is to provide common guidelines for MP ops. It has been dev to facilitate coord during fd ops. This doc is not a doctrinal doc and must not be used as such. B-GL-362-001/FP-001, *Land Force Military Police* is the doctrinal manual; and was used to prepare this TAM.

##### 811.02 – DUTIES OF SELECTED PERSONNEL

1. The duties of selected pers within the CMBG MP Pl include the duties that are performed by pers of a MP Coy. The CO CMBG MP Pl must identify how he wishes to divide the duties amongst his limited staff. Typically, duties are divided as fols:

- a. CO MP Pl: coy comd.
  - b. DCO MP Pl:
    - (1) DCO (except recce party, messes and canteens);
    - (2) Ops O; and
    - (3) pl comd.
  - c. Pl WO MP Pl:
    - (1) CSM;
    - (2) Adjnt;
    - (3) pl WO; and
    - (4) unit recce party, messes and canteens.
2. **Coy Comd.** The coy comd is resp for the efficient op of the coy. His responsibilities incl:
- a. those listed in USOP 102.01; and
  - b. to act as the spec advisor to the comd on MP matters.
3. **Coy DCO.** The coy DCO's responsibilities incl:
- a. those listed in USOP 102.01;
  - b. implementation of unit pol, instrs and orders;
  - c. comd of the unit recce party; and
  - d. supervision and audit of unit messes and canteens.
4. **Coy Ops O.** The coy Ops O responsibilities incl:
- a. those listed in USOP 102.01;
  - b. the Ops O is the unit AAdjnt;
  - c. prep of plans and orders;
  - d. coord of all CP activities;
  - e. prep of all reps and rtns;
  - f. hold a current copy of ROEs;

- g. maint the unit Log Book and War Diary; and
  - h. implementing trg plans, refresher trg and rge practices.
5. **Adj**. The coy Adj responsibilities incl:
- a. those listed in USOP 102.01;
  - b. coord the distr of cbt sup and other unit sup and eqpt reqr;
  - c. supervising and coord QM, maint, tpt, pers/med svcs and pers in sp of the unit;
  - d. mon stores and initiating investigation of lost or stolen eqpt;
  - e. pers adm;
  - f. enforcement of unit fire prevention and secur orders; and
  - g. supervise unit secur orders as unit secur offr.
6. **CSM**. The CSM reports to the coy comd on sustainment, discipline and moral matters. His responsibilities incl:
- a. those listed in USOP 102.01;
  - b. siting, def and secur of unit CP;
  - c. enforcement of cam, concealment and trk discipline; and
  - d. quality con of all police ops duties performed.
7. **MP LO** (assigned):
- a. USOP 302 provides the nec instr WRT LO duties.
  - b. When an MP offr or NCM is appt as the MP LO, he acts on behalf of the unit and other MP units that may be in sp of the fmn with whom he is placed:
    - (1) he advises the comd on all MP matters affecting the fmn incl all activities within the fmn area and especially on the capabilities of his own and other MPs;
    - (2) he must ensure that the PM knows:
      - (a) the loc of the MP units and PWCP; and
      - (b) the traffic control (TC) plan in effect.
8. **MP Duty NCO**. The MP Duty NCO is resp to the MP DO to:
- a. maint rad comms in accordance with CEOIs;
  - b. maint CP info displays;
  - c. mon and maint rad, tel and logs;
  - d. prep the CP for briefings;
  - e. conduct routine inspection and maint of CP veh, rad and generators;
  - f. assist the MP DO in prep of reps and rtns and be prep to provide auth info on req; and
  - g. maint the doc and other related MP reps and rtns.
9. **Pl Comd**. The pl comd responsibilities incl:
- a. maint of pl op readiness;
  - b. implementation of unit pol, instrs and orders;
  - c. prep of plans and orders;
  - d. coord of all pl CP activities; and
  - e. implementing trg plans, refresher trg and rge practices.

10. **Pl WO.** The pl WO responsibilities incl:
  - a. advising the pl comd on morale, discipline and welfare of the pl;
  - b. discipline/supervisory duties as reqr;
  - c. comd of the pl recce party;
  - d. siting, def and secur of pl CP;
  - e. enforcement of cam, concealment and trk discipline;
  - f. coord the distr of cbt sup and other unit sup and eqpt reqr; and
  - g. supervising and coord QM, maint, tpt, admin and med/pers svcs in sp of the pl.
11. **Sect Comds.** The sect comds are resp to the pl comd for the efficient op of their sect. The snr sect comd in each pl will understudy the pl WO and be prep to assume his duties. The sect comd is resp for:
  - a. carrying out battle procedure drills to ensure sect pers are depl efficiently;
  - b. arranging duty rosters and tasking for sect pers;
  - c. conducting supervisory ptls to ensure tasks are being completed and pers are being cared for;
  - d. inspections of sect stores and pers eqpt;
  - e. supervise, instruct and assist in the conduct of trg; and
  - f. any other tasks/assignments relating to sect welfare, morale or discipline.
12. **Sect 2IC.** The sect 2IC is resp to the sect comd to:
  - a. understudy the sect comd and be prep to assume comd of the sect should the sect comd become a cas or be reqr for other spec tasks;
  - b. be prep to act as a det comd (half sect) when so ordered;
  - c. conduct sect admin;
  - d. be cognisant of hel LZ procedures and be able to utilise them when reqr;
  - e. assist the sect comd in discipline and trg of sect pers; and
  - f. conduct or supervise spec MP tasks on order.
13. **Sect Mbr.** The mbr of a sect is the foundation of the unit and has the most responsibility for unit tasks. Sect mbrs are resp to the sect comd for:
  - a. maint pers and sect eqpt and sup in a high state of readiness;
  - b. being physically and mentally prep to carry out tasks and assignments as ordered;
  - c. acting on orders with a high level of enthusiasm, initiative and motivation;
  - d. being prep to offer timely and constructive feedback after tasks and assignments;
  - e. assisting other sect mbrs with the achievement of sect goals and obj; and
  - f. being prep to assume the role of sect 2IC.
14. **Dvr.** Pers operating MSE are resp to ensure that:

- a. When depl:
  - (1) veh are fully fuelled and carry full eqpt;
  - (2) a daily parade is conducted and engines are run sufficiently to recharge batteries;
  - (3) the fol doc are carried at all times with the veh:
    - (a) DND 423, Driver's Report of Accident,
    - (b) underwriter's list,
    - (c) DND 610, Vehicle Work Ticket,
    - (d) emergency tel nos, and
    - (e) other doc as ordered;
  - (4) the veh and associated eqpt is fully cam including Hessein on windshields, headlights and other lt reflective surfaces; and
  - (5) no veh is used without auth.
- b. Immed prior to mov:
  - (1) all eqpt, kit and articles are accounted for and securely fastened;
  - (2) the veh and tlr are securely connected, safety chains fastened, tlr legs locked in the "up" posn and the inter-vehicular cable properly and firmly connected ensuring all lts operate;
  - (3) veh antennae are secured; and
  - (4) dvr are fully briefed on the move and are in possession of the reqr maps and mov cards.
- c. During the move:
  - (1) dvr fol the tac sit. The co-dvr shall assist the dvr by observing the rte signs, timings, possible loc for hasty hide during air or grd atk, as well as speed and intervals;
  - (2) veh lts are in accordance with the instrs;
  - (3) in the event of a break down, the yellow flag is visible; and
  - (4) at a halt, the dvr immed performs a veh halt parade.
- d. Moving into loc:
  - (1) dvr use low rge and fol instrs from a grd guide;
  - (2) dvr back their tlr and veh as far under overhead cover as possible and depl cam;
  - (3) all veh cam and work areas are prep and sentry loc known prior to tending to pers accn and admin;
  - (4) dvr know and adhere to tfc circuits within the area; and
  - (5) dvr know and adhere to lt discipline pol.
- e. Post op/ex drill:
  - (1) fol re-depl, all vehs and tlr are inspected and maint check sheets are completed;
  - (2) defects are noted and defect slips generated;
  - (3) defect slips are passed to the Tpt NCO for action; and



- (4) sect comds are notified of veh status.

### **811.03 – STAFF COORDINATION**

1. Specific staff coord with regard to the MP sp incl the fol:
  - a. **G1.** Specific areas of collateral interest to the G1 relating to the provision of MP svcs incl:
    - (1) all police ops; and
    - (2) all detention ops.
  - b. **G2.** Specific areas of collateral interest to the G2 relating to the MP sp incl:
    - (1) counter-intelligence (CI); and
    - (2) PW evac.
  - c. **G3.** The G3 is the HQ COS. Specific areas of the G3 staff relating to the MP sp incl:
    - (1) all aspects of mob ops;
    - (2) all aspects of secur ops;
    - (3) PW est;
    - (4) trg of pers; and
    - (5) terrain con and mov.
  - d. **G4.** Specific aspects of the G4 staff relating to the med svcs incl:
    - (1) admin mov; and
    - (2) accn reqr.
  - e. **G5.** Specific aspects of the G5 staff relating to the MP sp incl:
    - (1) MP involvement in CIMIC prog specifically Population Mov Ops;
    - (2) use of civ MP facilities for military pers; and
    - (3) provision of civ labour.
  - f. **G6.** Specific aspects of the G6 staff relating to the MP sp incl:
    - (1) information technology (IT) secur; and
    - (2) OPSEC.

### **811.04 – REPORTS AND RETURNS**

1. Std reps and rtns reqr by fmns, along with all the nec instrs, are provided in USOP Part 7. Specific MP reps and rtns reqr are listed in subsequent sects and incl as anxs to this insert.
2. The MP Status Report is included at anx A.

### **811.05 – ESTIMATE**

1. An est is a logical, systematic assessment of the factors which influence the msn. The est examines various ways of accomplishing the msn and results in the best possible plan of action. Est can be formal, written doc or limited to a thought process procedure, the “Battle Procedure” to be fol, including the

cbt est, is provided at TAM 101. Est format basically fol this abbreviated format:

- a. **Aim.** What is the task ordered by the comd.
  - b. **Factors.** What is liable to influence the task such as time, pers aval, en activity, eqpt aval, weather, geography, ability and so on; and how can these factors be con or accommodated.
  - c. **Options.** What course of action (COA) are aval.
  - d. **Plan.** Based on the best possible COA, how is the msn going to be accomplished. The plan is the basis for orders that should also fol set format.
2. Approved formats for the est is provided in TAM 101 and is discussed in subsequent sect and anxs of this insert.
  3. A format for time appreciation is incl at Anx B.

### **811.06 – ORDERS**

1. Std formats for various MP orders are discussed in subsequent sect and are incl as anxs to this insert.
2. A sect comd's tasking "Aide-Mémoire" is incl at anx C.
3. Notes on sect briefings are incl at anx D.
4. TAMS 109 to 111 provide approved formats for orders.

### **811.07 – SUCCESSION OF CONTROL**

1. Succession of con for vehs is as fols:
  - a. CP - C/S 0.
  - b. Altn CP – C/S 0A.
  - c. DCO's veh – C/S 89.
  - d. CO's rover - C/S 9 or C/S Z9.
  - e. Designated pl comd.

### **811.08 – IO/CALL SIGNS**

1. MP coy call signs are listed at anx E.

## **PROTECTION**

### **811.09 – CAMOUFLAGE DRILLS**

1. USOPs 203 and 504 discuss cam drill in details. The fol procedures also apply:
  - a. vehs should use natural cover whenever possible;
  - b. cam nets will be erected if a halt is for more than 15 min during daylight hrs;
  - c. on occupation of a posn at ni, no cam nets until first lt; if under cam nets they are taken down at last lt; and
  - d. pers cam will be applied whenever tac depl.

## 811.10 – SENTRIES

1. Challenging procedures for sentries are provided at USOP 502.
2. Info on loc alarms are provided at USOP 503.
3. Sentry's contact instr are:
  - a. By-passing har/hide:
    - (1) obsn and report using contact report;
    - (2) do not open fire unless ordered.
  - b. En appears likely to enter har/hide:
    - (1) obsn and report;
    - (2) use challenge procedure;
    - (3) fire on order or if en is obviously prep to atk.
  - c. The password is used only when the sentry cannot positively recognise pers or gp being challenged. During daylight hand sigs will be used. At ni the fol:
    - (1) one short flash "sector clear" or ack; and
    - (2) one continuous flash to all call signs "area clear".

## MOBILITY OPERATIONS

### 811.11 – ROUTE RECONNAISSANCE

1. The method of recce utilised will be detailed by the tac sit, extent of recce info reqr and the time/resources aval. Rte recce may be carried out in the fol manner:
  - a. map;
  - b. grd (foot or veh);
  - c. air (fixed or rotary wing ac) - div avn will normally alloc hel to sp recce for div mov plans; and
  - d. air photo.
2. Depending upon the type of info reqr one or more recce may be conducted utilising one or more of the means shown above. Normally MP conducts recce by veh using all aval means, such as maps, air photos and known map corrections.
3. Hel recce is less desirable since only a limited perspective of critical pts can be obtained. Grd recce provides complete info, including ln, but time may prohibit this type of recce for a long rte. An altn is to recce by air and land at possible critical pts for a detailed look and/or dispatch grd recce to assess the most threatening critical pts.
4. The same procedures apply to all rte recce but not all reqr the same degree of detail. Specific reqrs for rte recce will be detailed in the recce task, however, the gen categories are as fol:
  - a. **Quick Recce**. Carried out on short notice. Attention is applied to maj obs/defiles on the rte, ident by either map or air photo. Must ensure cl passage of the heaviest and/or the largest veh designated to travel on the rte. When nec, grd recce may be conducted

concurrent with MP signing. Quick recce normally reqrs no report. Info may be passed by verbal briefing or encoded by rad.

- b. **Normal Recce.** Examination of the proposed rte(s) precedes the final rte selection. This recce must be complete and provide sufficient detail for the unit and div HQ to dev TC plans. Written reports are provided to fmn HQ only when nec. The fol info is reqr:
    - (1) gen cl of portions of the rte;
    - (2) distances;
    - (3) obs, construction and detours by GR;
    - (4) halt area info and recommendations;
    - (5) facilities along the rte (police, hosp, etc.); and
    - (6) critical pts and a gen assessment of the TC reqrs.
  - c. **Spec Recce.** To suit a spec task/reqr. To sp specific ops intimate rte int may be reqr but the extent of detail would be given in orders.
5. The rte recce report must incl the fol:
- a. width (one way/two way with difficulty, etc.);
  - b. surface in terms of trafficability having regard to weather at the time;
  - c. ld capacity (normally governed by br military load classification [MLC]); and
  - d. the fol add info may also be reqr:
    - (1) loc and extent of damage by en action;
    - (2) loc ad probable extent of mined areas;
    - (3) visibility from en posns;
    - (4) critical pts;
    - (5) temp br or crossing sites;
    - (6) loc of aval resources; and
    - (7) essential rep work.
6. Most rte recce are conducted without the participation of other agencies, however, spec advice is needed in some matters. It may be advantageous for engr, tpt, or other specialists to accompany MP on a recce to add expertise and provide on the spot coord.
7. MPs may be reqr to provide tech data on rtes and will review rte tech reports prior to conducting rte recce. The std NATO rte report is described in anx F.
8. Anxs associated with rte recce are as fol:
- a. Rte Recce Est – Anx G.
  - b. Rte Recce O format – Anx H.
  - c. Rte Recce Report format – Anx I.
  - d. Sample Rte Card – Anx J.

### 811.12 – ROAD MOVEMENT PLANNING CALCULATIONS

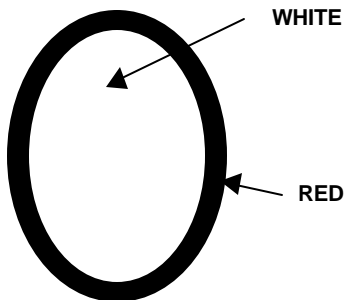
1. Info that is reqr, is provided at USOP 601. B-GL-303-009/FP-001 *Road Movement* provides detailed rd calculation formulas.
2. Automated rd mov tables are also aval.

### 811.13 – TRAFFIC CONTROL PLANNING

1. A TC est and sample orders formats are provided at anx K and L.

### 811.14 – ROUTE SIGNING

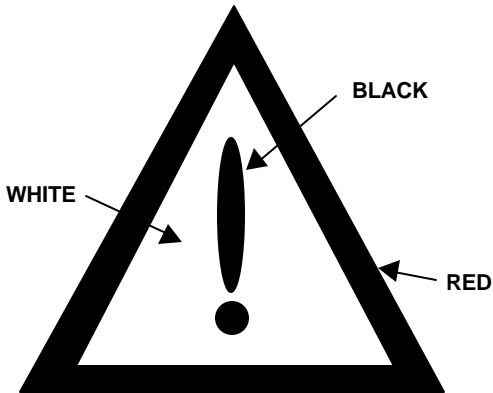
1. MP rte signing will conform to B-GL-303-010/FP-001 *Road Movement*. Where nec, mod may be made to suit the aval of signing mat and local conditions/tac sit.
2. Rte signing tech must be consistent to ensure all rtes can easily be fol by users. The basic signing tech do not differ between admin and tac rtes, however, the height/angle from the grd and signing density may differ slightly. The fol list incl some spec signing conditions that may be part of or supp to a signed military rte:
  - a. blackout (BO)/Its on or off line;
  - b. detours, WA, halt areas, defiles and parking areas;
  - c. rd hazards and dangerous areas (minefields, en activity/shelling and NBC);
  - d. loc of fmn HQ/key instl (gen a unit responsibility); and
  - e. common tfc regulatory signs such as speed limits.
3. **Definitions:**
  - a. **Cautionary Sign**. Erected to warn of an approaching turn, place, reqr action, or hazard. The distance from the action is dependent upon the speed travelled and tac sit.
  - b. **Chem Lt Stick (Glow Stick)**. A 15.25 cm long plastic tube containing chem that, when mixed, produces limited illum in various colours - the 12 hr version is preferred for TC.
  - c. **Confidence Sign**. Rte marker posted to reassure the dvr is still on the correct rte.
  - d. **Cfm Sign**. A rte marker posted to reassure the dvr fol a turn or other action (along rte or halt area);
  - e. **Dir Indicator**. Can be either a dir disk (circular white disk with black arrow superimposed), or a dir arrow (rectangular shaped and normally used by units other than fmn's MP). Unless dir otherwise by the OC, only the dir disk will be used.
  - f. **Enforcement Sign**. Indicates the distance for which a restriction will exist.



**Figure 1: Geneva Convention Enforcement Sign**

- g. **Executive Sign.** The applic rte marker, info or hazard sign placed at the hazard loc or place where the action will occur.
- h. **Info Sign.** Provide add info to a rte user. Normally one white word/symbol inscribed on black background (e.g. PT, AHEAD, LINE, START). They may be combined on one post to convey a msg to the dvr such as START PT AHEAD, DEFILE AHEAD, etc.
- i. **Lt Line.** A pt on a rte selected by fmn HQ where veh lts are either extinguished or illum. Lt lines will be indicated by the use of info signs and will normally be enforced by MP.
- j. **Reflector.** Any instrument used to reflect/mask lt from obsn. A suitable reflector for ni tac signing is an inverted square tinfoil ash tray (measuring 14 cm x 12 cm x 3 cm) with the visible portion spray painted flat black. The cbt lt device, an olive drab chem lt holder (with a chem lt inserted, the device allows a con amount of lt to show) may also be used but it is less reflective. These items are aval in the sup system as fol:
  - (1) ashtray aluminium - NSN 7330-21-802-2028; and
  - (2) cbt lt device - NSN 6260-01-196-0637.

- k. **Wng Sign.** Indicates the distance to the commencement of the hazard ahead. The sign is a black symbol on a white background affixed beneath the Geneva Convention gen hazard wng sign as depicted in Figure 2.



**Figure 2: Geneva Covention Gen Hazard Wng Sign**

1. **Rte designator.** The colour and/or symbol that is used to distinguish one rte from another. Designators are assigned to con rtes by the PM to meet gen or specific mov reqr. All MP tm carry HEART, CLUB, DIAMOND, SPADE and MAPLE LEAF designators for gen use.
  - m. **Rte Marker.** Consists of the rte designator and a dir disk with the up or down rte arrow as appr.
4. **Signing Rules:**
- a. Signs will be placed on co-dvr side of the rd (right or left depending on country). The only exceptions are inner circuit rtes designated or exclusively one-way tac BO rtes by the con fmn HQ - in this case signs may be posted on the dvr side of the roadway for easier dvr viewing in BO conditions.
  - b. Cautionary signs will be placed well in adv of reqr turn, action or hazard and confidence signs will be posted as reqr with increased signing density in BUA.
  - c. Height and posn of signs must allow for max visibility by the dvr. They shall be placed in a fashion that they are not hidden from

view due to foliage or existing signs. Signs shall be centered and correctly placed on signing stakes.

- d. Cardboard signs will be securely fastened in a fashion that allows for a slight bend to reduce wind damage. The "arched" sign will be centered on the post and fastened by two staples in close proximity to each other, one at the top and one at the bottom.
  - e. In BUA when there are no existing wooden posts available and it is not possible to erect a wooden signing stake, a composite sign holder must be utilized. Attaching a wooden stake (or part of one) to any existing metal post and affix the route marker to the wooden portion.
  - f. Multiple signs may be placed on single stake but they must be carefully arranged in a logical manner and neatly placed.
  - g. Signs will not be painted on buildings, etc.
  - h. Signs shall not disclose location to the enemy.
  - i. When illumination is permitted, only authorized forms of illumination will be used.
  - j. Signs shall be posted in a fashion that will facilitate hasty roll-up in emergency situations.
  - k. Text of signs shall be as large as the sign allows and be brief.
  - l. Engineers normally sign bridges and military police co-operate where both have route responsibility. Normally military police are responsible only for the approaches.
5. **Signing Conventions and Tech :**
- a. **Start Point.** A cautionary sign shall precede a start point (SP). If the SP is at an intersection each road leading to the SP shall also be marked with a cautionary sign. The SP will be signed and normally manned by military police. The SP will be followed by a route confirmation sign (direction arrow and route designator). Signs related to marking a SP will be placed top to bottom on a normal signing stake as follows:
    - (1) **Cautionary Sign.** Route designator, the information signs "START POINT AHEAD", then the direction arrow.
    - (2) **Start Point.** Route designator then information sign "START POINT" (no direction arrow is used).
  - b. **Intersections.** Signing must be easy to understand to ensure there is no error by the driver. If the tactical situation permits, illumination may be used to aid navigation:
    - (1) **Traffic Going Straight.** Intersections involving a potential stop or yield will normally be marked as follows:
      - (a) **Major Intersection.** Route marker will be placed at the near side of the intersection and a confirmation sign the intersection.
      - (b) **Minor Intersection.** Confirmation sign on the far side of the intersection.
      - (c) **Other.** For complicated intersections/one-way streets it may be desirable to place the route marker on both the left and right shoulder. Intersections where there is no change to



- tfc pri or flows do not reqr spec signing, however cfm signs may be used for clarity.
- (2) **Tfc Turning.** Cautionary signs will be placed well in adv of the reqr turn. Each turn is fol by a cfm sign that is placed in a manner that makes it visible as the dvr is executing a turn.
  - (3) **Y-Junction.** Will be signed and treated as a turn.
- c. **Release Pt.** A cautionary sign shall precede a release point (rel P). The rel P is signed and manned by MP. Signs related to a rel P will be placed top to bottom on a normal signing stake as fol:
- (1) **Cautionary Sign.** Rte designator then the info signs "RELEASE POINT" and "AHEAD".
  - (2) **Release Point.** Rte designator then info sign "RELEASE POINT" (no dir arrow is used).
- d. **Lt Line.** A hazard sign shall precede a lt line. The lt line will normally be signed and manned by MP. The lt line will be fol by a rte cfm sign (dir arrow and rte designator). The lt line will be signed as fol:
- (1) **Lts Off Line.** The lts off line will reqr a WA for vehs to halt while dvr dev their ni vision prior to proceeding on BO drive. Vehs will normally enter the WA with lts on and as entering will pass the hazard sign. The halt is normally a rolling halt and should be at least 35 m longer than the longest packet/ser expected. The actual lts off line is normally at the end of the halt area and will be signed/manned by MP who will deny access to all vehs attempting to proceed on rte with lts on. Signs will be placed top to bottom on signing stakes as fol:
    - (a) **Hazard Sign.** Triangle hazard sign (when aval) followed by the info signs "BLACKOUT", "AHEAD" and (or "LIGHTS OFF" and "AHEAD") and the distance.
    - (b) **Execution Sign.** Circle enforcement sign (See Figure 1) fol by info signs "VEH LIGHTS" and "FORBIDDEN" or "LIGHT LINE" and "LIGHTS OFF".
  - (2) **Lts On Line.** The hazard sign will be placed about 50 m in adv of the lts on line. MP to ensure dvrs conform to lt reqr will normally man the lts on line. Info signs will be placed top to bottom on signing stakes as fol:
    - (a) **Hazard Sign.** Triangle hazard sign (when aval) fol by the info signs "BLACKOUT", "END" and "AHEAD" or "LTS ON" and "AHEAD".
    - (b) **Enforcement Sign.** "LIGHTS ON".

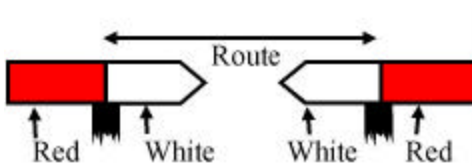
- e. **Detours** . Signing for detours is the same as that used for the remainder of the rte (admin or tac). The only difference is sign masking and in some cases sign type/colour. Detour signs should be white with black arrows as depicted at Figure 3. The fol apply to signing of detours:
- (1) Detour signs visible from the main rte will either not be put in place or will be masked by placing a sand/garbage bag over the top until the detour is put into use.
  - (2) When a detour is put in place, signs leading to the primary rte will be masked with a sand/garbage bag (until re-opened).
  - (3) Start and end of the detour will be marked with appr info signs as fol:
    - (a) start – “DETOUR AHEAD”, and then commence detour signing; and
    - (b) end – “DETOUR ENDS AHEAD”, and “DETOUR ENDS”.
  - (4) The end of the detour will be fol by a cfm rte marker.
  - (5) Signing along the length of the detour will adhere to normal tech for the type of rte. If the proper detour rte signs are not aval, a dir disk shall be used with the "DETOUR" info sign posted below.



**Figure 3: Detour Sign – Rte 205 diverted right**

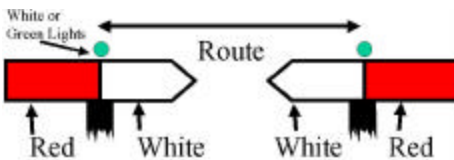
- f. **Curves**. Signs will be posted either prior and/or after a curve when reqr. Signs will not normally be placed partway through the curve.
- g. **Hills**. Do not place signs on the crest of a hill. If reqr, confidence signs will be placed at the base and/or on the near side of the crest in a manner that the sign does not show on the skyline.

- h. **Existing Poles/Signs**. Where possible, existing poles and sign poles may be utilised if they are at a proper distance from the travelled portion of the rte for a dvr to view easily. Tel poles, trees/other structures beyond 2 m for admin rte and 1 m for a tac rte are too far away and will not be used.
6. **Defiles**. Defiles are used to mark rte that traverse hazardous areas. Yellow signs with black symbols must be added to ident separate rte for wh and trk veh.
- a. **In Daylight**. Rte markers are to be erected in intervals of approx 30 m from any entrance to exit as shown in Figure 4.

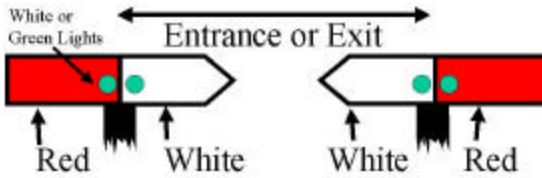


**Figure 4: Defile Signs - Daylight**

- b. **At Ni**. Rte markers are to be visible for 50 m under most conditions. Signs are depicted at Figures 5 and 6.



**Figure 5: Defile Signs - Night**



**Figure 6 : Defile Signs - Ni Entrance/Exit**

7. **Sign Density**. Sign density is dependent upon the type of rte, the length and the no of TC pers depl. Anx M provides some std although sign density should conform to the fol guidelines:

- a. **Type of Rte**. Tac rte on which tfc will operate in BO drive reqr a higher sign density than a rte that will be used in reduced or normal lt conditions.
- b. **Complex Turns**. Simple turns may be signed with three signs to a turn whereas complex turns of a multi-lane rd/hwy reqr numerous signs to clearly indicate a dir ch.
- c. **Rte Complexity**. A straight uncomplicated rte reqr less signing than a complex rte with numerous turns.
- d. **Speed of Rte**. Faster rte reqr more signs than a slow rte as there is a higher risk of the dvr missing the sign on the fast rte.
- e. **Secur**. Tac rte in fwd CZ or preparing for a specific op may prohibit normal sign densities in attempt to deny info to the en about current or planned ops.
- f. **Sign Loss**. Other than normal wear, signs may be lost to:
  - (1) **Souvenir Hunters**. Civ and friendly tps may remove rte signs as souvenirs. This can quickly deteriorate a rte to the pt that makes it impossible to fol.
  - (2) **En Agents**. Will remove or ch signs to disrupt activity of friendly forces. This deliberate sabotage cannot be defeated by posting add signs, however, if tac sit permits extra signs should be posted.

8. **Min Std Sign Density**. Min sign density in good conditions is as fol:

- a. BO - One sign every 500 m to one km;
- b. Slow rtes (50 KPH or less) - One sign every two to five km;
- c. Secondary hwy - One sign every 10 km; and
- d. Maj hwy (divided hwy) - One sign every 20 km.

9. **Signing in BUA**. Maj cities present some problems to rte signing and TC. The complexity of maj hwy in city reqr adds effort to simplify rte markings. An abundance of civ rd signs makes simple signing difficult but not impossible. The high speed of tfc on maj rtes places signing tm in danger thus

emergency lts will be used (when rte is open to high-speed civ tfc) and MP tm will operate in a min of pairs. The fol measures should be utilised:

- a. increase sign density to max permissible, commensurate with the tac sit;
- b. attempt to have sufficient signs posted to allow dvr to fol rte signs without due concern to civ signing;
- c. use add confidence signs;
- d. on complex rtes start posting caution signs 1 km before the turn (others posted as reqr); and
- e. if a particular turn or event cannot be adequately marked due to inaccessibility caused by tfc, the nearest accessible pt will be marked and an altn form of turn indication or cfm will be dev - users should be advised of any such places.

10. **Signing Off-rd Rtes.** The edge of a rd aids mov as a clear dir aid but military signing must also sp off rd mov. The same gen tech and principles apply, however, the absence of a guiding rd will reqr sign density to be increased accordingly. The fol must be considered for off rd signing:

- a. Signals may be supp with mine tape/cut trees or other suitable forms of NAVAID commensurate with the tac sit. Such aids are only intended to sp mov in difficult places and as such entire rtes shall not be marked in this manner.
- b. Rte markers will be placed in a manner that will allow the dvr to observe from one sign/marker to the next. MP must allow for the time of day the rte will be used, bearing in mind visibility is much reduced at ni. When appr, these rtes may be supp by the approved ni signing illum tech.
- c. For difficult off rd ni mov, balisage or a combined balisage/ni signing tech may be more suitable.

11. **Long Distance Moves.** When moving over a long distance on a signed rte, use of existent rte indicators may be desirable. If this option is used, appr regulatory signs must be posted to advise dvr to fol the signs of the common rte for the applic portion. The portion(s) of rte to be used must have appr cautionary and executive signs posted to warn dvr. This option shall not be used for short or complex rtes.

12. **Sign Maint** Adverse weather conditions quickly cause signs to deteriorate. En agents, friendly tps and civ regularly remove rte signs, therefore, rte sign maint ptls must be conducted on a reg basis. Rtes signed in adv of a specific move shall be checked from start to end prior to the assigned start time of the move.

13. **Tac Rte Signing:** Tac signing is conducted in areas of increased tac threat and where reduced or BO lt conditions apply. Due to the higher degree of risk and need for secur, lt discipline is essential and signing densities are reduced. More tfc pts and con pers may be reqr to sp tac mov than admin mov.

14. The fol are unique to tac signing tech:

- a. **Sign Loc.** Signs will be placed on signing stakes within 1 m of the travelled portion of the rd. Signs will be posted as close to the grd as possible with tops at a height of about 60 cm above the grd. The assigned rte designation will determine how signs are placed:
  - (1) **Two-way BO Rte.** Signs will be placed on the side of the rd used by tfc (RIGHT side in North America).
  - (2) **One-way BO Rte.** Signs will normally be placed the same as a two-way BO rte but in some circumstances signs may be placed on the dvr side of the rd (LEFT side in North America). The latter option allows better lt reflection from the BO drive marker and makes better use of ni illum tech.
  - (3) **Reduced Lt Rte.** Same as two-way BO.
- b. **Sign/Stake Angle.** Set facing approaching tfc at  $10^{\circ}/15^{\circ}$  of angle off the perpendicular. This reduces chance of ident from air (gen rte loc may be spotted but not the rte designator) and increases the effect of lt reflection off the rd onto the sign from the BO marker of approaching vehs.
- c. **Existing Posts.** No existing posts will be used as they are gen too far from the rd to be seen with BO drive.
- d. **Turns.** Sign should be placed as fols:
  - (1) **Cautionary Sign.** Posn based on rte speed as fols:
    - (a) slow rte (50 KPH or less) - 50 m from turn;
    - (b) fast rte (50 to 80 KPH) - 75 to 100 m from turn;
    - (c) maj hwy (over 80 KPH) - One km, 75 to 100 m and at 50 m;
    - (d) BO rte (ni use only) - 50 m from turn; and
    - (e) BO rte (day and ni use) - Sign(s) placed at the distance reqr to sp fastest daylight speed and one placed at 50 m to sp ni mov.
  - (2) **Execution Sign.** On the turn.
  - (3) **Cfm Sign.** 25 to 30 m after the turn. If placed too early dvr may miss while executing the turn.
  - (4) **Confidence Sign.** 50 m after the turn.

15. **Admin Rte Signing:** Admin rte signing is conducted in areas of reduced tac threat and where normal veh lt conditions apply. This allows MP to utilise max sign density where nec and as a result reduce the no of TC pers reqr to sp admin mov.

16. The fol are unique to admin signing tech:

- a. **Sign Loc.** Signs will be placed on existing posts or on signing stakes within 2 m of the travelled portion of the rd and a height between 1 and 2 m above the grd.
- b. **Sign/Stake Angle.** Perpendicular to the grd.

- c. **Existing Posts.** When used, the same type of signpost should consistently be utilised. For example, if rte signs are att to "speed limit signs" only those type of signs should be used (when possible) as dvr become accustomed to watching for a particular form of sign.
  - d. **Turns.** Sign placement will be placed as fols:
    - (1) **Cautionary Sign.** Posn based on rte speed as fols:
      - (a) slow rte (50 kph or less) - 50 m from turn;
      - (b) fast rte (50 to 80 kph) - 75 to 100 m from turn; and
      - (c) maj hwy (over 80 kph) - One km, 75 to 100 m and at 50 m.
    - (2) **Execution Sign.** On the turn.
    - (3) **Cfm Sign.** 25 m to 30 m after the turn (if placed too early dvr will miss while executing the turn).
    - (4) **Confidence Sign.** 150 m after the turn.
17. **Ni Signing.** The tech for signing at ni is exactly the same as that for daylight. Where appr, add illum may be added to meet the reqr of the tac sit and the lighting conditions ordered for the mov.
18. The fol define military veh lt conditions:
- a. **Normal Lighting.** Signs must be placed in a manner that veh illum or other lt will make it visible in all conditions.
  - b. **Reduced Lighting.** Brightness of all exterior and interior lts are reduced by power reduction or screening to minimise lt and reflection. Sign illum/veh lt masking only to extent to allow single or veh tfc to:
    - (1) travel as fast as possible compatible with safety;
    - (2) break in sufficient time (about 20 m); and
    - (3) see the side of the rd.
  - c. **Blackout.** Forms are:
    - (1) **Total BO** – All lts extinguished.
    - (2) **Partial BO** – BO markers/other lts are used which cannot be spotted by en obsn, but allow sufficient lt to prevent veh collision by showing veh posn. Signs must be provided with an upper mask to shield from air obsn:
      - (a) lt intensity must not allow ident by ac above 150 m or to reflect on adjacent surfaces; and
      - (b) visible to dvr in their vehs at 100 m and readable at 30 m.
19. **Sign Illum – BO Rte.** Only tac signing shall be used on a BO rte. When the tac sit allows, chem lts will be used to illum signs to the std for partial BO drive as noted in sub-subpara 2 above. The intent of the chem lt is to alert the dvr to the sign loc from 100 m and to allow viewing of the rte marker from a distance of 30 m. Signs on a rte designated "total BO" shall not be illum,

normally BO rtes are partial unless otherwise dir. Normally the green chem It is used to indicate rte signs.

20. **Spec Marking – Hazardous Rd Conditions.** Where appr, chem Its will be used to mark dangerous portions of a rd. Anything that could become a hazard to tfc should be indicated - such things as broken culverts, damaged/narrow br, eroding shoulders of rd and edge of rd at pts where off rd mov would be extremely hazardous. Gen conventions for illum of hazardous areas are as fol:

- a. **Admin Rte.** Will not normally reqr add illum but if nec there are gen no restriction to amount used.
- b. **Tac Rte.** Illum is suitable for rtes designated "partial BO" but only min illum nec for safety will be used.
- c. **Illum Colour.** Normally only red and green will be used to mark rte hazard pts. Specific hazards not related to the edge of a rte may be marked with other colours providing coy HQ has auth their use in adv. Rte hazards at or near the shoulder will be marked as fol:
  - (1) **One-way Tfc Rte.** Green on right side of rd and red on the left.
  - (2) **Two-way Tfc Rte.** Axial Rte - Green on right side on rd and red on left based on tfc moving toward the lateral rte - as dir by coy HQ.
- d. **Marking.** Chem Its will be used as fol:
  - (1) **Grd Level Marking.** The applic coloured chem It is vertically inserted into the grd (or buried) sharp end down while leaving a sufficient amount exposed to provide the desired lt, normally about 8 cm. The flat portion on the top will have a square piece of gun tape affixed to provide concealment from the air.



- (2) **Br.** Narrow/one lane br shall be marked with the appr colour as close to the grd as possible. Chem lts on the br will be att by gun tape to the br stanchions in a manner that leaves 6 cm of the chem lt visible. Three chem lts on each side of a br is normally adequate, the start, cen and end. Longer br may reqr add illum.
- (3) **Sharp Curves.** Normal grd level marking tech is used. Dependent on the size of the curve, normally three chem lts of appr colour on each side of the rd are adequate.

21. **Sign Illum Tech.** A rte marker may be illum with the green chem lt within 30 sec using one of the fol tech:

- a. using cbt lt device or reflector:
  - (1) install the tac rte sign(s) in normal manner,
  - (2) activate chem lt stick,
  - (3) double over 15 cm x 2 cm piece of gun tape and att lengthwise to the chem lt,
  - (4) att the chem lt to the inside of the (ashtray) reflector along one of the long sides - some adjustment may be reqr but it will fit), and
  - (5) staple the reflector (side opposite to chem lt) to the signing stake approx 6 cm above the top of the sign; or
- b. glow stick without cbt lt device or reflector:
  - (1) install the tac rte sign(s) in normal manner,
  - (2) cut a 12 mm in the chem lt package (at the sharp end) and activate the chem lt stick,
  - (3) staple the chem lt package vertically onto the signing stake in a manner which the flat end of the chem lt is at the top and the cut in the package is at the bottom (cen on the stake 1/2 in above the top sign).

22. **Balisage.** Although not often used, balisage is an effective means of moving tfc during darkness. In the absence of dedicated balisage lts, the chem lt will be used. Balise Characteristics:

- a. **Visibility.** Under cl weather conditions balises must meet the fol reqr at ni:
  - (1) provided with upper mask to prevent lt being seen from above (use chem lt hazard marking - grd tech);
  - (2) lt reflection should not be visible to ac above 150 m; and
  - (3) balises must be seen by dvr in cab of veh at not less than 150 m or more than 300 m (will have to leave more of chem lt exposed than normal grd marking tech).
- b. **Illum Duration.** Should provide illum for 15 hr (chem lt rated for 12 hr but is quickly repl if nec).
- c. **Colour of Lts.** White, yellow, green and/or red as reqr.

23. **Principles of Balisage:**

- a. **Tfc Flow.** Only used on one-way rte except in spec cases such as dual hwy with separating grass area or median. Fmn HQ will auth the use of balise.
- b. **Crossing Balise Rte.** Access and crossing will only be at the pt auth by the comd. The MP comd may allow single veh or small columns to cross the rte during gaps in con mov. Veh lts will be extinguished at least 200 m from the crossing pt and not illum again until 200 m beyond.
- c. **Use of Balise Rte.** Mov other than that for which the balise was estb will only be on the auth of the con HQ.
- d. **Signing Entry/Exit.** Cautionary and lt line signs will be posted to warn approaching tfc of balise. The start and end of the balise rte will be so indicated.
- e. **Lts.** All veh lts will be extinguished.
- f. **Detours.** Must be planned and prep in adv. Balises would normally be held in res for blocked rte. Normally detours would not be marked with chem lts in adv except to sp defiles where difficulty was anticipated.
- g. **WA.** Estb at start of balised rte and to sp auth crossing pts.

24. **Use of Balises.** The fol applies to use of balises:

- a. **Spacing.** Must be such that dvr can see three markers at a time (normally placed on the grd but if nec can be att to signing stakes). On sharp curves or humpbacks, spacing of balises will vary in a manner that will show up the curve.
- b. **Colours:**
  - (1) **White or Yellow.** Used on side of rd vehs drive (RIGHT side for North America) at intervals of at least 50 m on a straight rd.
  - (2) **Green.** Indicates a narrowing in the rd or dangerous curve by placing them opposite the yellow balises.
  - (3) **Other.** Balises of red, white, or yellow lts may be used to equip a veh not fitted with a BO lt and that is driving on a rte on which balises are used.
- c. **Wng Signs.** Dangerous or difficult pts on rte will be shown by placing two balises side by side 30 cm apart at 100 m and again at 60 m from the danger pt. The signs may be duplicated by an illum DANGER sign.
- d. **Reqr.** Approx 60 balises are reqr for 1 km of rte, at a std spacing of 50 m between any two balises. This figure allows for add balises for bends, repl of losses and breakage.

25. **Patrolling Balisage Rtes.** MP con balisage rtes must estb traffic control posts (TCP) at entry and exit pts; and conduct reg mob rte ptls within an assigned sector. Ptls will check/report on progresses and correct any

deficiencies. To halt a single veh or columns use two red balises moving right to left.

26. **Breakdown or Accidents.** Dvr will move as far as possible off the rte and sound short horn blasts, dismount and signal other tfc to pass. The dvr will then place the nearest white or yellow balise and place it 50 m to the left rear of the veh cas. MP rte ptls must watch for breakdowns and make nec ch to balise to prevent accidents - place green balises on the opposite side of the rte indicating a narrowing rte. If the veh is creating a tfc conflict, it will be recovered or a detour adopted.

### 811.15 – TRAFFIC CONTROL SYSTEMS

1. MP TC is achieved through the use of rte signing, rte ptls, TCP and depl of pointsmen.
2. Military mov is con by fmn HQ with MP normally acting as their agent. There are two types of con systems but at pl/sect level, there is little difference between the two. The two types of con systems are:
  - a. **Static Con.** Semi-permanent org consisting of the fol:
    - (1) **Regulating HQ.** HQ is resp to estb and MP to provide a rep at the regulating HQ. A bde HQ or div unit is normally detailed to provide this HQ. Often the MP CP acts as regulating HQ for both tac and admin mov. Reps from div G3 and G4 staff are normally provided to the regulating HQ.
    - (2) **Sector Con.** Depending on the nature of the move, a sector con HQ could be a pl CP or in the case of att rece elms, sqn or tp CP.
    - (3) **TCP.** Long moves may reqr more than two pers on post. Three is desirable for protection and sustainment.
    - (4) **Info Posts.** Normally combined with TCP.
    - (5) **Mob Rte Ptls.** To connect TCP/pointsmen.
    - (6) **Pointsmen.** Preferable to be depl as part of TCP but short complex moves may necessitate single pointsman.
  - b. **Mob Con.** System of quick signing and policing a rte between the SP and rel P. This system is used for one-time moves where strict con is reqr. Con incl quickly signing a rte, fixed TCP, pointsmen at critical pts and mob rte ptls. The MP con sta provides the nec con function.

### 811.16 – TRAFFIC CONTROL POST

1. TCP are estb at critical pts such as junctions of main and lateral rtes, defiles, entrance to BUA, entrance to marshalling and assy areas and at hand over pts between rte sectors. A sector con HQ may also assume the functions of a TCP where the two loc coincide. The loc of a TCP may be signed with the appr info signs and be preceded by a cautionary sign. The procedures

applic to TCP in sp of a static TC network equally apply to TCP/tfc posts and tfc pts estb in sp of mob TC systems. The only difference in a mob system may be the size of the tfc post/pt due to limited human resources.

2. For a 24 hr period of ops a TCP should ideally be estb with an NCO and three sdts. No of pers aval dictates str but normally manning only permits one veh tm of two. TCP functions must be reduced according to manpower aval.

Each post should be equipped with the fol:

- a. veh with rad, sign kit and ptl eqpt;
  - b. map of area showing all rtes, important instl and HQ;
  - c. ref data such as key loc, current sit, current mov O/auth and applic FSOPs; and
  - d. tfc log sheets/other mon forms.
3. TCP perform the fol functions:
- a. provide pointsmen for intersection con;
  - b. provide one or more mob rte ptls (function may have to be a separate task to another elm if limited tp are aval);
  - c. post signs and conduct sign maint on alloc portion of rte;
  - d. maint comms with sector con;
  - e. recee and record possible detours, altn rtes, sidings and laterals (sign if dir/time permits);
  - f. enforce speed, density, lt regulations and dvr discipline;
  - g. report progresses of mov to con HQ maint mov timing report;
  - h. receive and implement instr from con HQ;
  - i. ensuring secur is not compromised, provide info to passing convoys and indiv dvr concerning loc, rd conditions etc.; and
  - j. act as tfc checkpoint if so ordered.
4. TCP must depl self-contained for the anticipated period of ops. For sp mov the fol may co-locate with a TCP or be aval to sp through the con HQ:
- a. **Rep and Rec.** Main obj is to prevent veh cas from interfering with tfc flow. Rec during a move is normally restd to rte clearance until the move is complete.
  - b. **Rd Rep Parties.** Engr rep parties may be detailed to sp critical pts or for gen rte maint. Normally those assigned specifically to sp a critical pt will be loc there throughout the move.
  - c. **Med.** First aid posts and/or amb posts will normally be estb at various pts throughout along the rte. Med posts will be normally be estb at each sector con and/or regulating HQ (depending on the scale of the move).

### 811.17 – DUTIES OF A POINTMAN

1. Pointsmen are depl to dir and con military tfc at critical pts along a rte. A pointsmen is a pers who conducts TC duty at a designated pt in sp of either static or mob con systems - the pt may be at a static TCP, mob tfc post or

isolated pt duty. Once assigned to a place of duty the MP will not leave assigned pt unless:

- a. relieved or the task is completed;
  - b. re-depl to a more critical pt by the concerned pl/sect comd, or
  - c. it becomes nec to attend to a critical police matter in the local vicinity (pl comd's auth is reqr).
2. Pointsmen are preferably depl in pairs with the same eqpt alloc to a TCP. When a pointsman is depl on pt duty without a partner it is still desirable to provide a veh and other eqpt alloc to a TCP - "roll up method" of TC excepted. During tac mov the veh must be cam and concealed.

### **811.18 – TASKS**

1. While depl on tfc duties MP are resp for the fol tasks in sp of military rd mov:
  - a. orientation of tfc and provision of mov info;
  - b. dir and con of tfc through the critical pt;
  - c. enforcement of mov discipline; and
  - d. recording info concerning mov or other incidents of a police nature that occur within the assigned area of responsibility.
2. Pointsmen acting as a tfc post will perform the same tasks and duties as a TCP (with reduced capability). Pointsmen conducting pt duty at an intersection shall:
  - a. maint contact with the TCP/sect comd as applic;
  - b. con tfc flow in accordance with the mov O;
  - c. enforce speed and mov timings in accordance with the mov O;
  - d. give rte pri to auth pri vehs;
  - e. resolve tfc conflicts by giving the right-of-way to tfc in accordance with the tfc pri rules;
  - f. resolve tfc jams and congestion reporting any delay to the tfc post or sect comd as applic;
  - g. provide gen info to passing convoys and indiv dvr and refer detailed matters TCP;
  - h. if not co-loc with a tfc post and the tfc flow permits, pointsmen may give further assistance to passing pers, provided secur concerns are met and info is auth for release to pers seeking same; and
  - i. pedestrian con (related to tfc interference).

### **811.19 – POSITION OF POINTMEN AT INTERSECTIONS**

1. The pointsman will be posn in a manner that is visible to approaching dvr, does not interfere the with tfc flow and allows the pointsmen to see approaching tfc at a distance and a place that will enable the pointsmen to ex con. Normal posn should be:

- a. **Cen of Intersection**. Single pointsman are normally placed at the cen of the intersection. This is considered the best loc since one lane of tfc will not interfere with the other. At times pointsmen will have to move about to avoid interfering with left turns. When tfc flow is extremely fast; and during periods of low visibility the pointman's posn may have to be adjusted to prevent interference with tfc flow and for safety of the pointsman.
- b. **Vantage Pt**. The pointsman must be in a posn to con the tfc, therefore, it may be advantageous to place the pointsman at a corner or some intermediate pt, preferably elevated.
- c. **More Than One Pers for Con**. When more than one pers is loc at a pt, each pers should be in a posn to handle the assigned stream of tfc.

### 811.20 – DRESS

1. While depl on pt duty, MP will wear cbt clothing, MP brassards/red berets pers wpn (pistol with shoulder holster desirable) fighting order and protective clothing if reqr (wpn/fighting order normally not reqr for peace time admin mov). The rucksack will also be taken to the pt of duty. MPs on pt will have their flashlight with tfc wand and red lt filter.
2. Tfc cuffs will be worn for all pt duty and the vest will be worn as ordered to suit the tac sit and need for safety. To aid visibility at ni red chem lts may be fastened to both sides of tfc cuffs and one on the pointsman back (when tac sit permits illum).

### 811.21 – PROTECTION AND SECURITY

1. On depl for TC duties, pers shall estb a TCP as follows:
  - a. move veh off the rd from 50 m up to 500 m from the TCP loc;
  - b. conduct a sweep on foot approx 200 m around the area to ensure the area is cl of en;
  - c. move veh into TCP loc;
  - d. one mbr of tm posted as sentry;
  - e. dig shell scrape;
  - f. cam veh;
  - g. prep rge card for TCP (noting all likely en approaches, arty tgts and applic GR);
  - h. conduct TC duties as ordered; and
  - i. continue to improve def posture in relation to tac sit (claymore mines and wire may be auth for local def).
2. Depl of Single Pointsman:
  - a. if a single pointsman has a dedicated veh, cam procedures similar to TCP will be used. Consideration will be given to tac sit, to allow for concealment and wdr to the veh without sp of a sentry;
  - b. shell scrape must be readily accessible from the TCP posn;

- c. the sect or det comd will make other pers aval to assist with initial sweep of area to cfm the area is cl of en; and
- d. escape rte and pick up must be planned in adv.

### 811.22 – TRAFFIC CONTROL SIGNALS

1. Pointsmen must use only auth signals to con tfc. Signals will be executed in a sharp and clearly defined manner. Normally verbal instrs are not given from the pt, however, whistle and hand signals (flashlight/chem lt at ni) are used. Manual signals given to pedestrians are the same as those given to dvr.
2. **Daylight Signals.** The fol manual signals will be used:
  - a. **Stop Signal:**
    - (1) **veh approaching from front** - raise left arm to vertical posn with fingers extended; and
    - (2) **veh approaching from rear** - raise right arm extended outwards from the shoulder parallel to the grd.
  - b. **Go Signal.** Arm near veh to mov is extended toward it with fingers together and palm up. The arm is bent upward from the elbow as far back toward the shoulder as possible, keeping the upper arm parallel to the grd, in a motion to beckon the dvr on (signal may be repeated rapidly several times to speed up slow tfc). The hand pts either in front or behind the head, depending on whether the veh is to pass in front or behind the pointsman. While the "GO" signal is being given with one hand, the other is used to maint the "STOP" signal for conflicting tfc.
  - c. **Ch Dir Flow.** Face stream of moving tfc, give the "STOP" signal with each hand ensuring the signal is understood and obeyed. When intersection is cl give the "GO" signal to tfc flow in other dir.
  - d. **Turn Signal.** Permissible turns will be indicated by pointing the arm and hand horizontally towards the veh wishing to turn then swinging the arm horizontally in the dir of turn. The arm nearer the turning veh is used to indicate the turn while the other arm is used to stop conflicting tfc. If a dvr wishes to make a prohibited turn the pointsman will shake head "NO" and indicate by arm signal the dir the veh must go.
3. **Ni Signals.** Ni signals are executed with a lt, chem lt and/or flashlight fitted with a signalling baton, when resources are aval two lt devices should be used (one in each hand). To conform to tac lt conditions flashlight may have to be filtered red. Principles and procedures for ni ops are basically the same as daylight with some modifications:
  - a. **Ni Stop Signal.** Baton held upright in front of the face. The base is held in a fixed posn while the illum extension is swung several

times to a 45° angle in a vertical arc at right angles to the path of approaching vehs.

- b. **Ni Go Signal.** Pt baton at the veh for which signal intended and execute a vertical arc with the baton ending in the posn assumed in the daylight signal. Do not point the baton dir at a dvr or allow the illum portion to drop behind the arm or the signal may be masked from the dvr view.
- c. **Ni Turn Signal.** The Lt is aimed toward the oncoming veh from below the horizontal to attract the dvr attention. To signal a "STOP", move the Lt back and forth several times across the path of the approaching veh and indicate the "GO" mov the Lt several times vertically in line with the crse the veh is to go. It may be nec to signal each veh as it approaches. To indicate the turn, the Lt is rotated in a vertical plane describing a circle 30 to 45 cm in diameter (dir of turn is shown by the dir of signal rotation).

### 811.23 – TRAFFIC CONTROL PRIORITIES

1. TCP/pointsman must be prep to give the right-of-way to certain convoys or indiv vehs. When no specific dir is given, pri will be determined by the tac sit, tfc reqr and gen rules related to rte pri. Rte pri rules are as fol:

- a. arty guns and vehs moving to front have pri;
- b. in OP areas tfc moving to the front has pri over rearward moving tfc;
- c. loaded vehs have pri over empty;
- d. loaded amb have right-of-way;
- e. organised unit convoys will not be broken needlessly;
- f. marching units of a column will not be broken needlessly;
- g. gen, the first veh or convoy to reach the intersection has the right-of-way;
- h. short column or convoy is given the right-of-way over a longer one;
- i. if two convoys of equal length, the faster is given the right-of-way; and
- j. if above rules do not apply to a particular sit, the pri is gen given to veh on right (country where drive on right side of rd).

2. **Pri Vehs.** Flag cars, loaded amb, guns, vehs or column marked with a pri sign shall be given precedence over other tfc. Auth to display these signs is given by either the div or the bde comds. The auth extended to bde comds is restricted to within their own bde bdry. Auth to display pri veh markings is normally given to div HQ SOs, avn advisor, LOs, SDS and emergency sup vehs. Fmn comds and div tp comds will be given pri even thought their veh may not display pri signs. MP vehs and amb do not display pri signs but will be given rte pri as tac possible.



## 811.24 – VEHICLE MARKINGS

1. **MP Veh Markings.** Will be marked "Military Police Militaire" in black letters on a white background board below the front windshield and above the rear window. Similar markings will on the board covering the spare tire wheel assy (Iltis only). To conform to an increasing tac threat, the signboard will be marked to display white "MP" on flat black background. Tlr will be similarly marked at the rear.
2. **Convoy Tfc.** Flags are normally 30 cm x 45 cm (12 x 18 in) and are att to the front left side of veh. Where vehs drive on the left side of the rd the flags are displayed on the right. Convoys of more than one packet conducting an admin (some tac mov as well) move will be marked as indicated below:
  - a. lead veh of column/ser - blue flag (blue lt at ni);
  - b. last veh of column/ser - green flag (green lt at ni);
  - c. column comd - black and white diagonally dissected flag;
  - d. veh breakdown - yellow flag mounted on left rear of veh;
  - e. rec veh - red flag (red lt at ni);
  - f. each veh - marked with identifier indicating ser no, packet no; and veh no prominently displayed in top corner of wind shield on co-dvr side; and
  - g. NATO pri convoys travel under MP escort and are ident by a chequered BLACK and WHITE flag at the head and tail of convoy.
3. **Pri Vehs.** Will be marked as dir by div HQ are normally a white equilateral triangle with a red border and mounted on the front and rear of the pri veh with the pt down. The auth fmn comd tac sign will be superimposed in red on the cen of the triangle.

## 811.25 – MOBILE TRAFFIC CONTROL TECHNIQUES

1. **Single Column Con.** This tech is used to sp short-term mov of single columns or units over a rte on a one-time basis (normally short notice) and to move a column or indiv veh on a pri basis. Add there may be occasions when this form of con is used where static con is already in effect. Fol tech are used:
  - a. tfc escorts mov ahead of column for purpose of conducting pt duty on successive pts;
  - b. limited rte signing and mob ptls; and
  - c. estb mob tfc posts and report applic details to con HQ.
2. **Fmn Mob Con.** When a fmn or BG is engaged in mob ops or an approach march, the fol tech are used:
  - a. fmn cen line is designated and the HQ moves on the cen line and acts as a mob regulating HQ using normal rad comms;
  - b. a series of report lines (RL) are arranged at successive intervals at which units or ech report their arrival by rad;
  - c. mob tfc posts are loc at RL to dir or regulate mov as reqr by the tac sit;

- d. MP escorts and rte ptls move well fwd and conduct TC duties as reqr such as:
    - (1) parking or marshalling units and ser when halted,
    - (2) re-routing of units or ser as reqr,
    - (3) TC during replen periods (normally at ni), and
    - (4) essential rte signing; and
  - e. rte signing and use of pointsmen must be kept to a min owing to the distance covered and the likelihood of sudden ch in the dir of mov and cen lines.
3. **Tfc Escorts.**
- a. **Purpose.** To guide a gp of vehs over a given rte so as to arr at the correct destination at the right time. A column moving under tfc escort will only have mov pri if dir by con HQ (rte pri is not automatically assigned). This is the most common form of con used by MP sect in response to fmn tasks to move units.
  - b. **Duties.** Tfc escorts move ahead of the column and estb TC at intersections and other critical pts prior to arrival of the convoy. Duties incl:
    - (1) pt duty at places of likely or actual conflict;
    - (2) In and co-op with MP of other fmns already empl on rte;
    - (3) In and co-op with civ police where nec;
    - (4) essential rte signing;
    - (5) rte recce and reporting of rte conditions to the staff of the HQ con the move; and
    - (6) reporting the progresses of the move to con HQ.
  - c. **Escort Depl - One Time Method.** When a column is travelling a long distance, better results can be achieved using either the "leap frog" or "roll up" methods of TC.
4. **Leap Frog Method.** This tech is not practical for mov in hr of darkness, fast moving convoys or when rds are in poor condition. When utilised, all escorts MP must be provided with a map and a veh. An Iltis or motorcycle is preferable. The fol action occurs during the escort:
- a. escort pers move ahead of the column and take up successive pts along the rte;
  - b. when the tail of the column passes an MP on pt, he/she will move ahead to the next pt overtaking the convoy on rte (each successive pt will do the same); and
  - c. the sect/det comd will travel immed in front of the column where he/she acts as navigator and con the depl of tfc escorts.
5. **Roll Up Method** This method reqrs the escort to move in adv of the convoy in two or more vehs. Each veh except the first one carries one pers less than its capacity. The sect or det comd moves in the lead veh that carries only the comd, a dvr and a pointsmen. The fol action occurs:

- a. When first con pt reached the lead veh is parked and the pointsman is posted.
  - b. The sect/det comd mounts the second veh and is fol by the remaining escort vehs which proceed to the next pt where another MP pointsman is posted.
  - c. When all pointsmen have been posted, the dvr parks the veh and waits at the last con pt.
  - d. The dvr of each veh falls in behind the convoy and picks up the pointsmen until the veh is full, then fol the column.
  - e. If more pts are reqr, the MP vehs will pass the column during its next halt and posn pointsmen prior to the column's arrival.
  - f. Each MP is assigned a no as placed on pt successively beginning with the first pointsman. Veh dvr are then able to check the no of each pointsman as he/she is picked up to ensure no pers are left behind.
6. **Rte Ptls.** MP rte ptls operate along a designated portion of a rte and may be comprised of two pers with normal MP veh tm eqpt. The purpose of the ptls is to prevent or minimise the danger of rd or tfc blocks, while giving assistance. If adequate tp are aval, each TCP will be resp to ptl to the next. With min manning, it may be nec for the HQ resp for the rte to assign a specific elm the responsibility for all rte ptls within sector.

### 811.26 – DUTIES OF MOBILE PATROLS

1. In add to the above, MP rte ptls will:
  - a. observe and report rte int;
  - b. recommend ch in TC plans that will increase efficiency;
  - c. conduct sign maint and report the need for new signs beyond their capability;
  - d. provide info and assistance to dvr;
  - e. when nec provide pt duty where con is not otherwise provided;
  - f. report progresses of convoys;
  - g. provide emergency escorts; and
  - h. arrange for rec of veh cas and rte clearance.

### 811.27 – SPECIAL TRAFFIC CONTROL

1. **Con at SP/Rel P.** Normally a TCP or mob tfc post will be estb at both the fmn SP and rel P. MP working at a SP or rel P must be fully conversant with the rte, mov data/timings, key appt, svc sp plan and loc of maj instl. The MP con measures are as fol:
  - a. **SP.** Size of MP elm will be dependent upon the size of the org being moved and the extent of TC reqr. The SP must have a con offr/NCM who dispatches ser in accordance with the mov O and resolves timing conflicts. Tfc pointsmen are reqr to coord arriving convoys/packets and provide TC to ensure mov timings are met.

- (1) **Manning.** At least one MP tm is reqr for short-term ops where limited TC must be provided. A min of two tms should be depl for a fmn move of 12 hr or longer, especially if intersection con pointsmen must be depl.
  - (2) **Con.** The SP con staff is resp to enforce SP timings, packet density, lighting and any other spec instrs detailed in the fmn mov O. The SP staff will provide routine TCP duties but the most critical functions are dispatching ser at the assigned time (noting fmn(s) and unit(s), no of packets/ser and the no of vehs in each) and keeping the sector/regulating HQ informed of progresses and any anticipated delays.
- b. **Rel P.** Much the same as the above except activities sp the arrival of ser/packets rather than departure. It may be nec to alloc add pointsmen to cl tfc from a rel P when sp a maj move.
2. **Con at Lt Lines.** Normally a TCP or mob tfc post will be estb to con Lt lines. TC measures incl:
    - a. **Lts Off Line.** A WA is estb and a halt is enforced to allow dvr time to dev ni vision. Pointsmen will con entry and exit to the WA and shall not allow any veh to proceed on rte with lts on.
    - b. **Lts On Line.** May be a mob tfc post or pointsmen to ensure vehs illum their lts before proceeding. A WA or halt is not normally nec only vehs that fail to turn on lts will normally be stopped.
  3. **MP Checkpoints.** May be estb to ensure proper use of rtes and check for safety of vehs, prevent illegal removal of military property; and to enforce tfc discipline. The fol must be considered in siting MP Checkpoints:
    - a. Should be sited where oncoming tfc approaches after negotiating a sharp turn or hill thus reducing chance of pers bolting.
    - b. Rd users should be informed through normal chain of comd that tfc checkpoints will be in effect to cause voluntary compliance with laws and orders.
    - c. Checkpoint loc should provide adequate space for mov of halted vehs off the travelled portion of the rte.
    - d. Depending upon intent of checkpoint and tac sit, approach lanes may be marked with TC signs, stakes and/or mine tape etc.
    - e. Appr info signs should be posted at checkpoint(e.g. lts off etc.).
    - f. A con measure should be estb to prevent vehs from progressing beyond the checkpoint until cleared by MP to proceed. The metal rd barrier kit, a pole, gate or other obs should be aval.
    - g. Pers tasked to conduct checkpoints must be briefed on:
      - (1) the intent of the checkpoint;
      - (2) legal auth to search civ/allied forces; and
      - (3) currently used con methods of unauth items.
  4. **Con at Br/Rafts.** When MP sp rafting ops or mov at a br, pointsmen shall deny access to all vehs or veh/tlr combinations that exceed the auth MLC

of the br/raft. Field vehs are normally marked with their solo and combined veh/tr MLC.

### 811.28 – DEFILE CONTROL

1. Defiles are any portions of a rte where tfc can move in only one dir at a time and incl, blown br, narrow rds/streets, mined areas; and any other obs that restricts tfc flow to one lane. Regulation of tfc at a defile is similar to intersection con in that the right-of-way is alternately allotted to streams of tfc moving in opposite dirs. Con procedures vary with defile length, visibility, extent of con reqr and the comms aval.
2. To effectively con a defile the fol is reqr:
  - a. **Comms.** MP con defiles may comm by rad (if auth), tel (civ or fd phone), visual signals, oral signals, messenger, MP escort, or using the baton system. Regardless which form is used, con MP must be able to comm defile con info such as ch in tfc flow.
  - b. **MP.** A min of two pers are reqr, one at each end of the defile (more for other than a short duration). To sp long defiles where there is no inter visibility it may be nec to estb rte ptls or provide escorts. Pointsmen at each end of the defile will prevent waiting vehs from blocking the defile entrance or exit.
  - c. **WA.** Waiting/parking areas should be provided at each end of the defile for vehs and/or convoys to move waiting vehs for clearance to traverse the defile. The WA should have an entrance, continuous one way circuit and an exit. When WA are estb they must have some form of con applied, it would be preferable to place a pointsmen at the entrance and exit to each WA - the MP con the WA exit may be able to also con the entrance to the actual defile.
  - d. **Procedures.** The fundamental principle of defile con is to have the capability of alternating one-way tfc through the defile in a con manner.
3. **Baton System.** If rad or line comms are not aval, the baton system may be used to con tfc flow through defile. A baton or some other distinctive device (chem lt is good at ni) is either given to the dvr or placed the bumper of the last veh to enter the defile. The pointsmen at the other end of the defile take the baton as the veh passes and sends it back on the last veh allowed back through from his/her end. Tfc is only sent through the defile by the pointsmen who has the baton unless it has been determined through other means that the defile is cl of tfc.
4. **Tfc Escort.** If adequate tp are aval each gp of vehs permitted through a defile may be fol by an MP tfc escort, or an MP may ride with the last veh. The method works well in BO conditions and gives positive assurance that the rte is clear.
5. **Con at WA and Halt Areas.** A WA is a place where vehs can move off the rte for def, secur, rest, or to cl the rte for higher pri tfc. They are selected

by fmn HQ from a map recce and are normally confirmed by MP rte recce. WA are estb to avoid congestion at critical pts, maj defiles and to provide various loc along a rte where tfc can move off the rte for safety, during tac ops, only essential WA are manned, others may have their entrance signed. Details related to types and signing tech can be found in FSOP 606 – Ops Mov. Con tech for WA varies with the type, loc, tac sit and the aval of tp. The fol are possible:

- a. **Static WA.** Vehs may either stay in column or be dispersed in tac gping commensurate with the threat:
  - (1) **Reqr Info.** Pers con WA must know the WA capacity, rtes, area(s) for veh depl and mov data.
  - (2) **MP Loc.** Ideally a tfc post will be estb to sp each WA with pointsmen at both the entrance and exit. A pointsman con the exit to a WA on a defile must ensure the defile is cl prior to releasing tfc.
  - (3) **Con Procedures.** WA staff must con tfc flow in/out of the WA in accordance with the mov tables and in reaction to the changing tac sit. Mov of tp and vehs in tac gping during cbt ops is con by the tac comd. WA staff are only reqr to advise on gen loc of halt area(s) and when tp should move in or out. Ser moving too fast should be held in the WA until they are back on the planned time schedule.
  - (4) **Comms.** Comms must be provided to con pers so they can feed tfc back into the mov at the proper time. Pers con WA/halts other than at defiles must have comms with their sector con either dir (preferable) or through a sub-comd.
- b. **Rolling Halt.** Short off rd halt to allow pri tfc to pass or time for dvr eyes to adjust to BO lt conditions. If permissible by the tac sit, this type of halt may be at the rd side or on parallel trk. Con is essentially the same as for a static WA. Since tfc is gen kept together with less dispersion for these short halts less manpower may be reqr. At ni vehs will close up to 5 m apart (if permitted by the tac sit).

### 811.29 – HALT AREA

1. Essentially no difference to WA/halt areas are selected by fmn HQ and confirmed by MP recce. The term "halt area" is applic mainly to admin mov and it is simply a loc where rest, refuelling and maint may occur. If the tac sit permits, vehs may move closer together in a parking lot fashion to allow more vehs into the halt. The halt area should be signed and con to ensure good tfc flow and that timings are met. MP con normally incl:

- a. **Signing.** Signed entry/exit pt, internal rtes and marked parking areas.

- b. **Con Reqr.** Tp reqr to guide vehs into the area (if complicated and signs will not suffice), place packets/ser at designated park/halt loc. Ser are posn in the order in which they must depart the halt based on the fmn mov O.
- c. **Pers Reqr.** No of MP reqr depends on size of force being moved, the length of move and size of the packets and ser arriving at the halt. A small halt area could quite effectively be handled by two or three MP tm whereas a complex div halt area may reqr a full sect or a pl.

### **811.30 – HANDOVER OF ROUTE RESPONSIBILITY**

1. When a fmn moves out of an area, the maint of rte signs (unless ordered removed) will become the responsibility of the incoming MP unit. If signs are to be left in place, the handover will be coord under MP arrangements. The fol will be provided to the incoming MP unit:
  - a. a trace showing all signed rtes and their status;
  - b. maint stocks of rte marker signs if the existing marker is not carried by the incoming unit;
  - c. detailed area rte report and rte condition trace; and
  - d. rge cards/other applic briefing notes related to TC pts/pers.
2. The handover of responsibility for a rte or sector of rte between MP pl will normally be coord by HQ. Pl will coord the handover of rte(s) between their own sect. Detailed briefing and any applic log sheets shall be passed to the MP assuming responsibility for the rte. The concerned comds shall discuss in detail all known en/rte int and other info related to the rte. If the incoming MP elm does not hold the proper rte designator, the outgoing MP will provide sufficient maint stock.

### **811.31 – HIDES/HARBOUR - DRILLS**

1. Hides/Har Drills and Procedures are provided in USOP 305.

### **811.32 – TRAFFIC CONTROL REGULATIONS**

1. The respect of tfc regulations is essential in ops. It is intended to ensure the safety of all users of the rte network. Tfc offences incl violations of tfc regulations, veh safety violations and accidents.
2. The G4 Tn will estb tfc regulations and the MP units will ensure they are respected. MP tfc violation wng and tickets as well as MP tfc accident reports will be prep and issued as reqr. An example of an offence report to be used by NATO TC pers is att at anx N.
3. Unit COs will be informed of offences and they will initiate disciplinary and admin measures reqr to deter the reoccurrence of tfc violations. The G4 Tn and the G1 will be advised of trends.

### 811.33 – STRAGGLER CONTROL

1. **Categories of Stragglers.** The majority of stragglers are soldiers who have become separated from their units due to mov or battle confusion. When dealing with stragglers it is important that the various types are recognised and handled accordingly. Stragglers fall into four categories:

- a. **Category A** - Any pers who has lost his way and is attempting to rejoin his unit.
- b. **Category B** - Any pers who, from appearance cannot be held resp for his actions because of a shocked or dazed condition or battle fatigue.
- c. **Category C** - Any pers running away for no apparent reason (absentees and deserters).
- d. **Category D** - Wounded pers.

2. **Straggler Handling.** The obj of straggler con is to rtn all stragglers to their units as quickly as possible so that max cbt effectiveness is maint in each unit. The screening at the straggler posts will determine the category in which indiv belong. They will be disposed of as fol:

- a. **Category A** - Stragglers will be dir to their units at once.
- b. **Category B** - Should be treated for shock and handled as med evac.
- c. **Category C** - Should be returned to their unit under escort and a receipt for the indiv obtained.
- d. **Category D** - Should be dir or tpt to the nearest med evac cen.

3. **Con of Stragglers.** Done in conjunction with other MP duties such as existing TCP and ptls when the sit permits. It may be nec to estb spec con measures to sp specific ops or in the event large no of tp are lost and demoralised.

4. **Straggler Line.** Prior to commencement of an op, a straggler line is designated parallel to the FLOT for the purpose of con the unauth rearward mov of pers. The line is con by a series of straggler posts and connecting ptls. The line will differ with the nature of the op as fol:

- a. **Preparatory Stages of an Atk.** The straggler line would normally be at the rear of the bde area and folthe gen line of the terrain in such a manner that the natural exits from the fwd areas are well covered.
- b. **During Covering Force Battle.** Normally one to three kms fwd of the planned FLOT. The straggler line is withdrawn as the battle gets closer to the planned FLOT.
- c. **Def Ops.** If estb, it can be farther to the rear and could be manned by MP on normal TC duty. Straggler line may be estb along a suitable geographical line approx to the rear bdry of fwd units, or one to three kms in front of altn or secondary def lines.

5. **Straggler Posts.** Straggler posts should be staffed with at least two MP but three or more is desirable if operating for extended periods and manning permits. Posts should be sited on main axis rtes and, if possible, close to med



facilities. To maximise effectiveness of the posts, gaps in the straggler line must be covered by mob/foot ptls. The fol applies to straggler posts:

- a. **Protection and Secur.** Pers will take appr protection and secur measures. Normal sequence of events:
  - (1) move veh off the rd;
  - (2) conduct sweep to ensure area cl of en;
  - (3) one mbr of tm posted as sentry;
  - (4) dig shell scrape;
  - (5) cam the MP veh;
  - (6) prep rge card;
  - (7) erect appr info signs and admin area(s); and
  - (8) continue to improve def if in loc for extended period.
- b. **Post Eqpt.** The post should be provided the fol:
  - (1) List of unit loc including the loc of the nearest med facilities. Maps can assist in dir stragglers to their units. Care must be taken in giving out info to unident pers as they could be en agents. Loc info must not be taken by the en if the post is captured.
  - (2) First-aid eqpt/access to med evac (if not co-loc).
  - (3) Rats and facilities for making hot beverages.
  - (4) Limited short term shelter in ops when extreme weather conditions prevail and pers are reqr to wait.
  - (5) Procedures for short term detention, escorts and tpt for absentees.
- c. **Post Ident** If op sit permits, all approaches and the straggler post itself will be well signed.
- d. **Procedures.** The fol will occur at the straggler post:
  - (1) Stragglers arriving will be interviewed and all particulars noted.
  - (2) Accurate straggler post register will be maint including the names of all pers dispatched.
  - (3) Keep receipts for soldiers dispatched under escort.
  - (4) Use care in handling stragglers showing evidence of battle exhaustion. It may be nec to remove wpns before giving food or med attention. Decision if these pers are fit to be sent fwd must be made by a MO.
  - (5) Carefully interrogate stragglers to ensure as much info as possible has been obtained.
  - (6) Any straggler who may be of secur interest will be referred to the nearest counter-int unit or to coy HQ as detailed in orders.
- e. **Records :**

- (1) each straggler post shall maintain a "Straggler Post Record Card" detailing info on all stragglers processed through the post, annex O provides a sample straggler post record card; and
- (2) annex P provides the format of the daily straggler status report.

### **811.34 – POPULATION MOVEMENT OPERATIONS**

#### **1. Definitions:**

- a. **Evacuees.** Resident or transient persons who have been ordered or authorized to move by competent authority; and whose movement and accommodation are planned, organized and controlled by such authority.
- b. **Refugees.** Persons who, because of real or imagined danger, move on their own volition, spontaneously or in violation of a "stay-put" policy, across international boundaries.
- c. **Dislocated Persons.** Persons who, because of real or imagined danger, move on their own volition, spontaneously or in violation of a "stay-put" policy, within their own country.

### **811.35 – CONTROL MEASURES**

1. Applicable control measures must prevent movement on route(s) and areas required for military operations. The responsibility for population movement is that of the Host Nation. The MP shall assist and ensure that movement only occurs at authorized locations and times. The G5 will provide direction to MP units. During population movement operations, MPs will treat all civilians with respect and seek their cooperation during the difficult times they face.
2. Control is normally achieved by a series of MP check points to deflect civilian traffic onto pre-selected secondary roads or direct them into temporary staging areas where they remain until their movement will not interfere with operations. The principles for control are:
  - a. check points are established on each road in the forward area;
  - b. refugees are allowed to congregate in small assembly areas at the check points until a reasonable number have assembled;
  - c. the group is then moved under escort to the nearest transit camp; and
  - d. if road space is not available on operational routes, refugees must be moved over back roads, tracks or cross-country.
3. Prior to movement the MP may have to issue a proclamation in native language, advising people of the supreme command's policy regarding their movement on military roads:
  - a. if movement is authorized, routes will be signed and made known to civilians;
  - b. towns/villages where mass movement is expected will be sealed and only authorized movement will be permitted; and
  - c. maximum utilization of civilian police shall be made to enforce orders and in dealing with civilian population.
4. Refugees will be deflected from roads into temporary staging areas until the operation permits their movement. When routes not required for military movement, the refugees will be allowed to use them rather than move into a staging area. Actual control will be

effected by estb check pts to con mov. Estb TCP may be used for this purpose when possible.

5. When dir to divert civ from military rtes, check pts will be estb on all approaches to the designated rte(s) and prevent entry. Civ already on the rte will be dir to the nearest check pt where they will be removed from the reserved rte. When the flow of refugee mov is across the line of military mov, rd blocks will be estb and civ tfc will be held. The civ tfc will only be permitted to cross in gp (to minimise interference with military tfc) when the military rte is cl or there is a gap in military tfc.

6. Treat all civ with respect.

### **811.36 – NBC MONITORING**

1. MP may be reqr to measure and record the degree and extent of chem or rad contam in a given area.

2. Anx Q incl the NBC survey orders format.

3. USOP 501 and TAM 501 discuss NBC.

4. Reqs and Rtns are incl at USOP 704, sect 3.

## **SECURITY OPERATIONS**

### **811.37 – PHYSICAL SECURITY**

1. Effective physical secur is essential during ops. MP units will therefore ensure they assist units prior ops and during times when units are away from ops to assist in achieving and maint high std of physical security as described in A-SJ-100-001/AS-000 *National Defence Secur Pol* and B-GL-365-001/FP-001 *Land Force Secur Doctrine*.

### **811.38 – INFORMATION SYSTEM SECURITY**

1. Effective IT secur is essential during ops. MP units will therefore ensure they assist units prior to ops and during times when units are away from ops to assist in achieving and maint high IT secur std as described in A-SJ-100-001/AS-00 *National Defence Secur Pol*, A-IM-100-000/AG-001 *Certification and Accreditation Guidelines* and B-GL-365-001/FP-001 *Land Force Secur Doctrine*.

### **811.39 – SECURITY OF ESCORTS**

1. MP will be reqr to provide secur escorts such as PWs, prisoners and VIPs escorts.

2. Escort ops cbt est is provided at anx R.

3. Convoy escort orders format is provided at anx S.

### **811.40 – REAR AREA SECURITY**

1. En action in the fmn rtes and admin area may extend from small-scale sabotage to heavier atk by formed bodies on admin HQs and units. MP may be tasked to provide obsn on probable LZ or DZ, rte recce of MSRs, escort duties, TC or rapid response tasks. Gen bases and base clusters provide Level I secur. The appointed RAS Comd provides Level II secur with a Quick Reaction Force (QRF) with limited capability to counter immed threats. The QRF will be composed of elements provided by units in the Rear Area.
2. OP procedures are incl at Anx Z.
3. **Comd and Con.** At div and above, the RAOC comd and con RAS on behalf of the comd. At Bde Gp, the appointed Comd will form a HQ from integral resources. The RAOC will provide Int.
4. **Fire Sp.** USOP 401 discusses indir fire sp. Fire sp req will be sent to the RAOC using the format at USOP 704.13.
5. **AD.** USOP 403 discusses AAAD. AD req will be sent to the RAOC using the format at USOP 704.14.
6. **Avn Sp** USOP 307 discusses hel ops. Avn sp req will be sent to the RAOC using the format at USOP 705.04.
7. **Plans and Orders :**
  - a. The RAOC will ensure mutual sp in the admin area and integrate MP ptls in the RAS plan.
  - b. RAS factors are incl at anx T, a rte and RAS orders format is provided at anx U.
  - c. An Area Recce Cbt Est is provided at anx V, pt recce factors are at anx W.
  - d. An Area Recce Orders Format is provided at anx X, a pt recce orders format at anx Y.
8. **Tac Cbt Force (Level III Secur.** This level of secur reqr comd auth prior to the TCF being committed. The TCF msn is to defeat the en incursions in the admin area.

### **811.41 – AREA DAMAGE CONTROL**

1. Area damage con consists of measures taken before, during and after hostile action or natural disasters to reduce the probability of damage and to minimise its effects. MP will assist engr units.
2. The RAOC, or Designated HQ in a Bde Gp, is resp for area damage con within the admin area.

### **811.42 – OPERATIONS SECURITY**

1. OPSEC is the process that gives a military op or ex appropriate secur, using passive or active means, to deny the en knowledge of the disposn, intentions; and capabilities of friendly forces. OPSEC ident and safeguards info that would compromise friendly disposn, capabilities; and intentions. Friendly forces, in the course of their activities perform std drills and

procedures. These drills and SOP enable the en to predict friendly disposn, capabilities and intentions, by providing consistent indicators, signatures, patterns; and profiles for obsn and collection by en ISTAR assets.

2. Planning and dir of OPSEC is the resp of the fmn G3. The PM provides advise on the Hostile Intelligence Services (HoIS) threat.

### **811.43 – COMBATTING TERRORISM**

1. To be promulgated.

### **DETENTION OPERATIONS**

#### **811.44 – PRISONNER OF WAR OPERATIONS**

1. The fundamental rules for the tmt of PW are:
  - a. they must be treated humanely and honourably;
  - b. any discrimination on the grd of race, nationality, religious belief or political opinions is unlawful; and
  - c. reprisals against them are prohibited.

#### **811.45 – PRISONNER OF WAR STATUS**

1. Not all pers falling into the hands of a belligerent become PW or are entitled to PW status. Civ nationals of an en, e.g. when taken into custody do not fall into this category and if captured are entitled to tmt in accordance with the provisions of Geneva Convention Part IV, unless they have been taking part in hostilities, when they may be liable to trial as unlawful combatants.
2. In most cases, captured combatants are entitled to claim PW status. If any doubt arises about a captured pers status, PW status is to be granted until such time as a proper tribunal estb under the Geneva Convention Part III can determine their status.
3. Apart from uniformed combatants, the five categories of pers who may be entitled to claim PW status are:
  - a. Mbrs of the armed forces of a party to the conflict (other than med pers and chaplains).
  - b. Mbrs of militias, volunteer corps or organised resistance gp, belonging to a party to the conflict and operating in or outside their own territory provided that:
    - (1) they are commanded by a pers resp for them as subordinates;
    - (2) they have a fixed, distinctive sign recognisable at a distance;
    - (3) they carry their arms openly; and
    - (4) they conduct their ops in accordance with laws of armed conflict (LOAC).
  - c. Those who accompany the armed forces without actually being mbrs thereof (e.g. civ mbrs of military ac crews, war correspondents, supply contractors, mbrs of labour units or of svcs resp for the welfare of the armed forces which they accompany).

An ident card is reqd to be provided to those pers to ensure PW status is given (a model ident card is at anx A).

- d. Mbrs of crews, including masters, plt and apprentices, of the merchant marine and the crew of civ ac of the parties to the conflict, who do not benefit by more favourable tmt under any other provisions of international law.
- e. Levee en masse, i.e. inhabitants of a non-occupied territory, who on the approach of the en spontaneously take up arms to resist the invading forces, without having had time to form themselves into regular armed units, provided they carry arms openly and comply with LOAC.

4. **Status of Captured Med and Religious Pers**. Med pers and chaplains who fall into en hands do not become PW but, until they are returned, are to be treated in accordance with the provisions of the Geneva Convention III. They must be treated as PW and be provided with all nec med facilities to care for their own PW. PW who are med qualified but not att to the med branch of their own forces may be reqd by the Detaining Power to ex their med functions on behalf of PW. Although prisoners, they are to be treated as other med pers and are exempt from any other work.

#### **811.46 – CONSEQUENCES OF ESCAPE**

1. PW who have made good their escape and who are recaptured shall not be liable to any punishment in respect of their escape.

#### **811.47 – CHANNELS OF PRISONERS OF WAR EVACULATION**

1. PW will be evac from the unit to bde gp PWs Collection Pt (PWCP) by unit MPs. From the bde gp PWCP, PWs will be evac to the div PWCP and from there they will be escorted either to the corps PW Holding Area (PWA) or to the MPU PW holding area of camp. PW captured by CA are escorted to allied PWCP or PWA if an MOU is signed with an allied fmn.

2. PWCP are temp facilities. Normally PW will only be held at a PWCP for a max of 24 hr. Rearward evac will occur as soon as possible after PW are cleared by interrogation staff.

#### **811.48 – RESPONSIBILITIES**

1. **MP**. Resp for PW from the time of their arrival at the PWCP until evac from the area of ops. The MP offr/NCO commanding/supervising a PWCP is resp for:

- a. adequacy of secur measures and construction of the facility (engrs construct PWCP);
- b. svc sp arrangements including med, feeding, clothing and as appr, shelter;
- c. custody and safety of PW; and

- d. PW evac from the PWCP will be coord at fmn rear HQ by the DPM. Normally, empty CS tpt going back will be used to tpt PW.
2. **Int** Interrogation of PWs.

#### **811.49 – PWCP CONSTRUCTION**

1. The org estb a PWCP is resp for its construction. Engrs are not normally aval, however, the PM may be able to obtain some engr sp. These PWCP are:
  - a. Any suitable structure or clearing which will allow orderly collection and prevent escape. If bldg are not aval, def stores may be used to mark an area or construct an austere facility. A mod type 1 catwire fence can be used to construct an exterior fence and a partition between offr and NCMs.
  - b. Constructed in a keyhole shape which provides a search area at the entrance. The main PW holding area is divided into at least two segregation pens (offr/NCM). Protection and sanitation must be considered as these PWCP are still relatively well fwd in the cbt zone.

#### **811.50 – NOTIFICATION OF LOCATION**

1. Adv notice of opening and closing of PWCP should be provided to ensure collection and evac is not compromised during a move. MP operating PWCP must be familiar with the loc and op of their feeder PWCP(s).

#### **811.51 – UNIT COLLECTION POINT**

1. Two MP with a dedicated gd force from the resp unit can capably supervise a PWCP.
2. The fol items are reqr to construct and operate a key hole style PWCP:
  - a. Veh tm stores.
  - b. 10 rolls concertina, one roll of cattle wire and 15 pickets (for collecting pt 10 m across). If wire is not aval, mine tape and/or in expedient cases even a clearing in the woods may suffice.
  - c. Incl add hand cuffs/plastic ties.
3. PW will be ident with a PW tag as shown at anx AA. Part A must be on the PW, ideally attached to the body with a plastic tie. Part B is held by the escorts and Part C is attached to the PW property.
4. The Common Capture Report should be prepared as per USOP 703.01.
5. The PW Pers Rcd should be completed. An example is found at anx AA.
6. Any of the above reports not completed due to the tac sit will be completed by RP and MP at the PWCP.

## 811.52 – PRISONNERS OF WAR HANDLING GENERAL RULES

1. **The Geneva Convention applies at all times.** Always be firm with no brutality. These procedures apply to all levels of PW collection. Essential steps are:

- a. Immed segregation on arrival.
- b. Count PW by offr, NCM and give a receipt.
- c. Form up PW by rk depending on no and aval space. Rk should be 4 m apart. Search them thoroughly.
- d. Remove all articles, pers and military that can be used by PW to injure himself or others or that may assist with his escape or comm with other PW. Enter items removed on the PW Pers Rcd found at anx AA. When absolutely nec, PW might be blindfolded and their boot/shoe laces removed, if they will not be marching.
- e. Do not remove:
  - (1) steel helmet, respirators, uniform and eqpt, grd sheets, ident tokens, badges of rk, watches and jewellery or cigarette cases; and
  - (2) when a large sum of money is found it will be removed, marked; and handed in to the field cashier with a receipt given to the PW.
- f. March and/or tpt the PW to the appr compound.
- g. Do not permit any talking among PW.
- h. Arrange for walking-wounded PW to be treated until evac through med channels.
- i. Arrange for the appearance of PW before interrogation staff as reqr.

2. **Search**. PW will only be searched by pers of the same sex. PW may only be searched by a gd of the opposite sex when such search is nec and otherwise permissible by CA law related to the CA Forces.

3. **Mechanical Restraints**. Will only be used if nec and/or when moving PW out of the PWCP/collecting area. Hand cuffs or plastic ties will only be used on troublesome PW and will be removed when the PW has settled down and it is safe to do so. Plastic ties will only be used when wire cutters are readily aval to cut the PW free in event of restricted circulation.

4. **Feeding/Provision**. PW will be given a drink of water at least every six hr within the first 24 hr and a plain meal within 12 hr of capture. PW are held for longer than 24 hr will be provided food and water on the same scale as CA forces. The offr or NCO commanding a PWCP shall ensure PWs are provided food and water in accordance with this order and that the times are properly noted for future ref. Common sense must prevail and life must not be placed in danger simply because of a routine time limit - if in doubt, consult fmn HQ PM and/or med staff for advice.



5. **Org.** Large no of PW will be organised by their own NCOs and when absolutely nec, by their offr. Early steps must be made to find interpreters, med staff and cooks so that their svcs may be utilised for the PW
6. **Tpt.** Coord from fmn rear HQ by the DPM for the coy HQ:
  - a. **Loading Onto Tpt.** Larger vehs such as the MLVW truck is desirable as more PW can be moved with a smaller grd force. Trucks should be driven singly or in pairs to a loading pt near the exit gate of the PWCP. Prep parties of between 30 to 40 PW march straight out and onto the trucks, which then move to the marching line and are repl by more empty vehs.
  - b. **Escorts.** MPs provide escorts as reqr. Est and orders formats are incl at anxs R and S.
7. **Wounded PW.** Evac through normal med channels and become the responsibility of the med svc. PW will be provided the same care as allied wounded but will be kept segregated if possible. Capturing units are resp for the provision of escorts rearward to the supporting DMS or BMS. Gds for further rearward evac will be arranged by div HQ (the DPM).

### 811.53 – REPORTING

1. Prepared by the capturing unit:
  - a. PW will be ident with a PW tag as shown at anx AA. Part A must be on the PW, ideally attached to the body with a plastic tie. Part B is held by the escorts and Part C is attached to the PW property.
  - b. The Common Capture Report as per USOP 703.01.
  - c. The PW Pers Rcd found at anx AA.
  - d. Any of the above reports not completed due to the tac sit will be completed by RP and MP at the PWCP.
2. Fmn MP at the PWCP will complete the fol:
  - a. brief PW IAW the Summary of Geneva Conventions Briefing to PW found at anx AA;
  - b. capture card for PW incl at anx AA; and
  - c. the PW/Civ internee status report incl at anx AB will be sent daily.

### 811.54 – PRISONNERS OF WAR EVACUATION

1. MP supervises and advises on PW collection/handling but do not normally provide gds or tpt. Tpt and gds for rearward evac from the div PWCP will be arranged as reqr. PW will normally be marched or moved by vehs but other means may be aval for high category PW where time is essential. The optimum no of PW guards are as fol:
  - a. **Marching.** One gd for each 10 PW and escorts can also be placed on the flanks and at the rear of the column on foot or in vehs (motorcycles should not be used).
  - b. **Veh.** There must be a min of one escort per truck who rides in the cab. Vehs must travel slowly and the escort in the cab of the truck

is resp for the PW in the truck ahead. An escort veh fol the last truck carrying PW. Planning figures for mov are:

- (1) **CUCV (5/4 T)**: 8/9 PW.
  - (2) **MLVW (2.5 T)**. 20 seated or only in extreme circumstances, 30 to 40 standing.
  - (3) **HLVW (10 T)**. not desirable due to low sidewalls and no tp seats. Max capacity of 20 seated on the floor of the cargo compartment unless tp seats/side rails are provided.
  - (4) **Semi-trlr**. 50 PW and four gds (front/rear).
  - (5) **Passenger Bus**. 37 PW and three gds (front and rear of bus).
- c. **Ac**. Gds protect the plt/crew and provide secur during the flt. Gds are sited front, middle and rear of the pax compartment. sample ld are:
- (1) **UTTH**. 8/9 PW and two gds.
  - (2) **CC-130**. 81 PW and nine gds.
- d. **Rail**. Capacity depends on type of car and size.
- (1) **Boxcar**. 22 PW with three gds per car in the cen inside mesh lane. One supervisor for three boxcars.
  - (2) **Passenger Car**. 34 PW and six gds plus one supervisor per car. Gds at each end of car.

### **811.55 – CUSTODY AND DETENEE OPERATIONS**

1. Regulations set out in the NDA and A-SJ-100-004/AG-000 *Military Police Policies* and CFAO 22-8 “Prisoner Escorts - Provision, Responsibilities and Conduct” apply.
2. CFAO 114-1 “Committal to Svc Prison and Detention Barracks”.

### **811.56 – CIVILIAN CUSTODY OPERATIONS**

1. Pers captured or detained by the CF for hostile act, hostile intent or a criminal act who does not meet criteria to be designated as PW will be detained and evac in accordance with the CA ROE for the op.
2. The ROE will give specific guidance on the auth to detain civ/non-combatants and processing after detention. Processing and international transfer will be clarified and detailed in ROE. Unlike PW, civ placed in custody are not subject to the code of svc discipline, therefore, international transfer to the concerned national auth must occur soonest. Gen, civ in custody will:
  - a. be afforded the same rights, privileges and protection as PW;
  - b. will only be held by the CF:
    - (1) until the threat or action that led to their detention ceases to be of concern, or
    - (2) international transfer to the concerned civ auth can be properly effected;

- c. be turned over immediately to supporting MP for processing and subsequent evac through MP channels; and
  - d. not be subject to an international transfer further fwd than the fmn MP.
3. Dir on the disposn and international transfer of civ in custody to host/foreign national auth will be sought from the snr MPU in theatre when:
- a. civ may be liable to unreasonable corporal punishment or death by civ auth, potentially exceeding local estb law or international agreements;
  - b. govt officials fail to honour legal agreements with the CF/govt regarding the safeguarding of pers turned over for criminal/other offences;
  - c. the credibility of local auth is questionable with regard to their legal status, past history or political instability; or
  - d. there is no legally recognised national govt.
4. When there is doubt as to a pers status as a PW, the pers will be processed as a PW until a competent auth determines otherwise. This will not normally be done fwd of the fmn MP and will involve legal staff. If there is still doubt at fmn level, the pers will be evac to the MPU and the decision is referred to the MPU.
5. A PW/Civ Internee Status Report incl at anx AB will be sent by fmn MP units daily.



## POLICE OPERATIONS

### 811.57 – DISTRIBUTION OF POLICE REPORTS

1. Reports shall be distr as fol:

<b>DISTR OF POLICE REPORTS</b>	<b>MPIR</b>	<b>MPUIR</b>	<b>MP NOTICE</b>
Purpose	To advise comds and prosecutors about facts dir pertinent to an alleged criminal or svc offence.	To rapidly provide DPM and NDHQ with prelim info relating to an urgent police matter.	To provide a CO with interim info relating to an incident or investigation.
Distr	From originating MP Unit to:  1. unit involved - 1 copy;  2. DPM fmn HQ - 2 copies; and  3. DJA-1copy.  From DPM fmn HQ to DPM Police - 1 copy.  If "unit involved" is sp by another MP unit, distribute the MPIR through that MP Unit. The supporting MP Unit will circulate the report to the unit.	Affiliated Area PM/Comd Secur Advisor  D Police Svcs	CO of involved unit.

<b>DISTR OF POLICE REPORTS</b>	<b>MPIR</b>	<b>MPUIR</b>	<b>MP NOTICE</b>
Retention	<p>Originating MP unit- Min two yr after the last judicial or admin use.</p> <p>DPM - Min one yr from the date of receipt.</p> <p>DPM Police - Min of 10 yr from the date of receipt.</p>		

2. Report formats:
  - a. MPUIR – Anx AC.
  - b. Example MP NOTICE – Anx AD.
  - c. MPIR Format – Anx AE.
  - d. Veh Accident Supplement – Anx AF.

### **811.58 – CRIME PREVENTION**

1. MP units shall ensure that other CA soldiers are advised of potential problem areas that they should avoid. CO of MP unit will discuss with COs and fmn comd how to best keep soldiers away from potential problem loc. Areas where problems may occur should be placed out-of-bound by comd on the advice of the PM.
  - a. CA soldiers should be taken from civ custody into CA MP custody when reqr;
  - b. attention must be paid to vice con, black-market, prostitution, impaired driving, etc.; and
  - c. effective ln will be maint with all civ and unit MP to assist the MP unit.
2. A-SJ-100-004/AG-000 *Military Police Policies* provides all nec info on law enforcement procedures.
3. When crime prevention fails MP are reqr to enforce laws and regulations. They shall do this in a manner that will ensure the provision of a professional and effective MP svc, always conducting themselves IAW the MP Code of Conduct.

### **811.59 – INVESTIGATIONS**

1. A-SJ-100-004/AG-000 *Military Police Policies* details which investigations unit MP completes, fmn's MP and the NIS. These guidelines shall be respected.





## **ANNEXES TO TAM 811 – MILITARY POLICE**

### **ANX A – MILITARY POLICE STATUS REPORT**

#### **SUBJECT: MP STATUS REPORT AS AT (DTG)**

1. MOB OPS: (ch since last report)
  - a. TFC MOV: (sub-para for each MSR in the area of ops - incl details on the type/loc of any restrictions/detours)
    - (1) RES RTES: (status of corps/div res rtes)
    - (2) CIV RTES: (status of MCR/evac rtes)
    - (3) TC: (no/loc of tfc posts and no of tm, pl or units committed)
  - b. TFC REGULATIONS.
  - c. STRAGGLER OPS.
  - d. POPULATION MOV OPS.
  - e. COMMENTS/CONCERNS.
  - f. NBC MON.
2. SECUR OPS: (ch to MP commitments)
  - a. PHYSICAL SECUR: (indicate type of facility)
  - b. IT SECUR:
  - c. COUNTER-TERRORISM:
  - d. RAS:
  - e. AREA DAMAGE CON:
3. DETENTION OPS: (incl gen overview of ops and any loc ch)
  - a. TOTAL PW HELD/EVAC:
  - b. TOTAL MILITARY CUSTODY HELD/EVAC:
  - c. TOTAL CIV CUSTODY HELD/EVAC:
4. POLICE OPS: (ch since last report)
  - a. CRIME PREVENTION NOTES, (LOC AND AREAS OF INTEREST):
  - b. NO OF MPUIRs: (provide investigation status if aval)
  - c. REQR: (anticipated external MP/investigative sp reqr in next 24 hr)
5. LOC OF MP UNIT(S): (incl as applic any atts or supporting MP from other fmns)
6. MP COMDS ASSESSMENT:

## NOTES

1. **Freq of Report.** Daily report as at 0001 hr (local) to reach the div PM (info to DPM) by 0600 hr.
2. **Reporting Means.** Elec, pri for initial report. Subsequent reports may be made over secur line.
3. **Secur Classification:** Secret.

**Anx B – TIME APPRECIATION**

	<b>TIME REQR (min)</b>	<b>TIME (hr)</b>
H Hr		_____ hrs
Duration of Task	_____ min	_____ hrs
Rest, Feeding	_____ min	
Supervise Prep	_____ min	
Crew Briefing Ends	_____ hrs	
Briefing Starts	_____ min	_____ hrs
Prep Briefing min	_____ min	
Make Plan	_____ min	
Cbt Est	_____ min	
Update Wng Order	_____ min	
Detailed Time Appreciation	_____ min	
Time Now		_____ hrs



## ANX C – SECTION COMMANDER’S TASKING – AIDE-MÉMOIRE

<p>Before departure to sp unit</p>	<p>Ensure you know:          Loc of unit          Rte          Task          Timings          Sp and resup</p>
<p>Info needed by you from sp unit</p>	<p>Nature of task and critical pts          Time to be ready (TTBR)          Depl areas and altn loc          Loc of sub units          Loc of minefields          Loc def          Passwords          Har, hide loc and trk plans          Svc sp          En grd/air          Friendly forces          Wpn con status          States of readiness          NBC state          Duration of task          Comms          EMCON          Servicing timings (24-hr ops)</p>
<p>Info needed by sp unit from you</p>	<p>Nominal roll          Maint and fuel req          Eqpt characteristics and depl parameters          Comms          Time reqr for recce          Depl plan (when known). Be prep to discuss</p>



## **ANX D – SECTION BRIEFING**

### **FORMAL SECT BRIEFING**

1. It is imperative that all veh tm are adequately briefed prior to any op.
2. The fol procedures should be fol when time and circumstances permit:
  - a. Assemble the sect in a protected loc, if possible away from distractions and overlooking the grd to be used.
  - b. Posn and orient the map so all can see. If time permits, use a sketch and/or terrain model to complement the map.
  - c. Brief your sect using info extracted from your pl comd orders.
3. Ensure that the briefing covers the fol pts:
  - a. **SIT:**
    - (1) en - loc, str, eqpt, intentions, moral, NBC; and air;
    - (2) friendly - sect posn within the pl/coy, flanking units (if pertinent); and
    - (3) atts and dets - relevant atts to the coy (e.g. recce sqn).
  - b. **MSN.** State your pl msn as received from pl comd Orders.
  - c. **EXECUTION:**
    - (1) gen outline - cover the type of task;
    - (2) trace - cover the type of terrain in gen, the axis of adv, the areas of concern and the main rte; and
    - (3) coord instrs:
      - (a) timings - msn complete by, H-hr, depart assy area;
      - (b) moves - rte;
      - (c) LD - who will secur, who will cross first;
      - (d) NBC state; and
      - (e) other specific instrs for jeep tm/ptls.
  - d. **SVC SP:**
    - (1) ammo;
    - (2) POL;
    - (3) rat and water;
    - (4) rep and rec;
    - (5) med; and
    - (6) PWs.
  - e. **COMD AND SIGS:**
    - (1) rad;
      - (a) freq;
      - (b) net check; and
      - (c) rad silence;
    - (2) password;
    - (3) code words;
    - (4) time check;.

- f. questions; and
- g. cfm.

### **ABBREVIATED SECT BRIEFING**

1. There is no set format for the abvsn sect briefing. It is simply a method empl when time is short and circumstances do not permit a formal briefing.
2. The abvsn sect briefing is often conducted by rad. Therefore the sect comd must gd against using descriptions that will not be understood.
3. A map should still be used whenever possible. The fol pts should be covered:
  - a. Msn.
  - b. En expected.
  - c. Type of tasks.
  - d. Dvr's Instrs - Type of grd.
  - e. Posn of any sp units.
  - f. Loc of sect comd.
  - g. Comd and sigs.

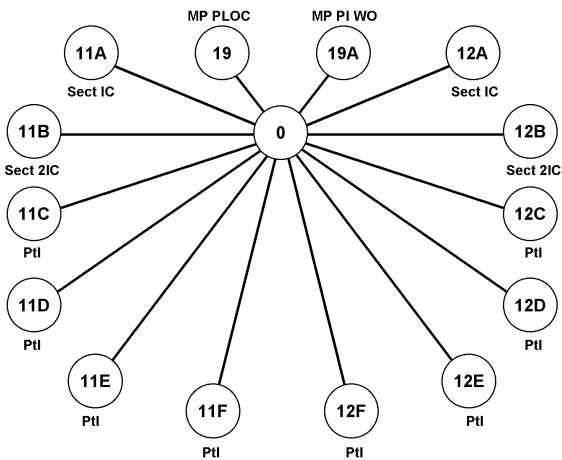
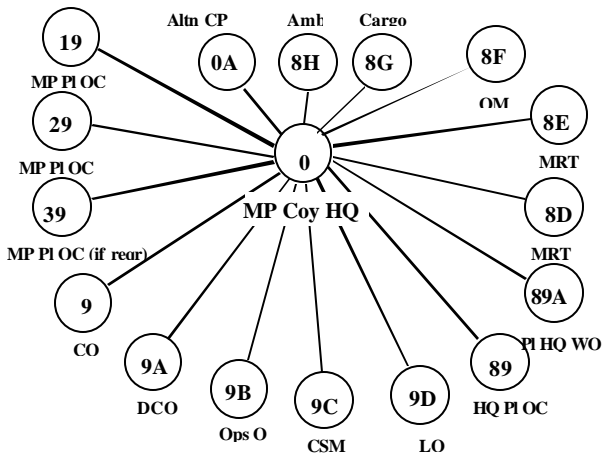


## ANX E – MILITARY POLICE CALL SIGNS

Coy HQ	MP PL	MP PL		HQ PL
CP 0	Pl OC 19	Pl OC 29		Pl OC / Adjt 89
Altn CP 0A	Pl WO 19A	Pl WO 29A		Pl WO 89A
CO 9	Sect IC 11A	Sect IC 21A		MRT 8D
DCO 9A	Ptl 11B	Ptl 21B		MRT 8E
Ops O 9B	Ptl 11C	Ptl 21C		QM 8F
CSM 9C	Ptl 11D	Ptl 21D		Cargo 8G
	Ptl 11E	Ptl 21E		Amb 8H
	Ptl 11F	Ptl 21F		
	Sect IC 12A	Sect IC 22A		* 1 <sup>st</sup> digit ident the MP Pl and the 2 <sup>nd</sup> digit ident the sect. Add MP Pls and sects can be added as reqr.
	Ptl 12B	Ptl 22B		

Coy HQ	MP PL	MP PL		HQ PL
	Ptl 12C	Ptl 22C		
	Ptl 12D	Ptl 22D		
	Ptl 12E	Ptl 22E		
	Ptl 12F	Ptl 22F		

**Table 1: Mp Coy Call Signs**





## ANX F – NATO ROUTE REPORT

1. **NATO System.** Utilising the rte recce info, the NATO system is used to classify the rte. The NATO system has two parts: rte and rd classification.

2. **Rte Cl.** This is the overall cl of the rte and consists of four elms:

(1) Min width of rd (m).	(4) Restrictions if any.
(2) Type: X = All weather; Y = Limited all weather; Z = Fair weather.	Example. 10.5/X/60/4 refers to all weather, cl 60 rte; and rd width 10.5 m with a height restriction of 4 m.
(3) MLC of the rte, defined by its weakest pt or sect.	

3. **Rd Cl.** Each sect of rd is classified using a six-part formula. The elms of the formula are given below:

- a. Example. B g s (f?)3 m/5/ r (6.2 km)(W) denotes a rd with limiting factors, steep gradients, rough surfaces, doubtful foundations, 3 m travelled way/5 m across shoulders, stabilised, crushed rock or coral, 6.2 km long and subj to flooding.

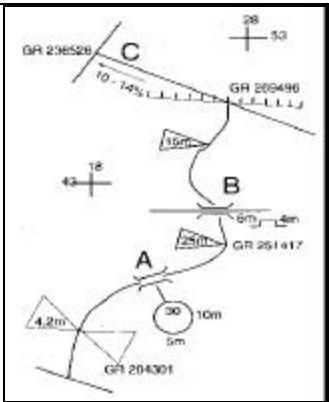
4. **Br.** Data on br is recorded on a trace using the symbols described below.

5. **Obstructions.** Obstructions are indicated by adding “(Ob)” to the rd formula. Details are recorded using the symbols described below. The fol normally constitutes an obstruction:

- a. overhead clearance less than 4.25 m;
- b. reductions in rd widths that limit tfc capacity e.g. craters;
- c. gradients of 7% and over;
- d. curves with less than a 30 m radius; and
- e. fords and ferries.

6. **Recording.** Data should be recorded during the recce on a trace (example below). If recce data is fwd by rad/data utilising reports at para 2 then a trace is fwd separately.

<p><b>NATO Rte Report.</b> Rte cl reports are made in the format below which may also be used for other tech reports.</p> <p>To _____ (HQ ordering recce)</p> <p>From _____ (Rk, name, unit)</p> <p>Maps No _____ (Country, scale, sheet)</p> <p>DTG _____ (Of signature)</p>				
<p><b>GEN INFO</b></p> <p>1. Rd:  a. From to  b. From to</p>				
<p>2. Rd Marking (Civ or military).</p>				
<p>3. DTG of recce.</p>				
<p>4. Weather (to incl last rainfall if known).</p>				<p>Notes for sketch:  1. Record the scale; and GRs of important pts.  2. Use the symbols described below to record features in their correct loc, add GR if nec. The side of the loc may record other facts.</p>
<p>5. NATO Rte Cl</p>				
<p>6. Rd Formula</p>				
<p>7. Shoulders (type and whether usable in an emergency)</p>				
<p>8. Obstructions:</p>				
<b>Ser</b>	<b>Particulars</b>	<b>GR</b>	<b>Rd Sect</b>	<b>Remark</b>
<p>9. Encl (Overlays, maps, sketches, etc)</p>				
<p>Signature _____</p>				




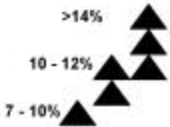


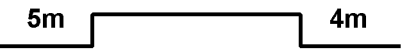
## SYMBOLS FOR RD CL FORMULA


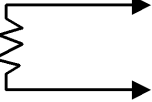
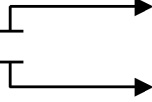

Ser	Elm of Formula	Symbol	Meaning
(a)	(b)	(c)	(d)
1	Prefix	A B	No limiting factors. One or more limiting factors
2	Limiting factors		
a	Sharp curves	'c'	Radius less than 25m
b	Steep gradients	'g'	Gradients of 7% or over
c	Poor drainage	'd'	Inadequate or blocked drainage
d	Weak foundations	'f'	Unstable, loose or easily displaced
e	Rough surface	's'	Likely to reduce convoy speed
f	Excessive camber super-elevation	'j'	Likely to cause hy veh to slide or drag toward roadside
g	Doubtful conditions	?	Indeterminate or doubtful conditions expressed with? and (), e.g. (f?)
h	Shoulders	-	No symbol but written reports should specify
3	Width	?m/?m	Width travelled way/width including shoulders

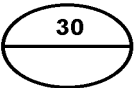


Ser	Elm of Formula	Symbol	Meaning
(a)	(b)	(c)	(d)
4	Const mat		
a	Type X rte	'k'	Concrete
b	Type X rte	'kb'	Bituminous or asphalt concrete
c	Type X rte	'p'	Paving brick or stone
d	Type X rte or Y rte	'rb'	Bitumen penetrated macadam, waterbound macadam with superficial asphalt or tar cover
e	Type Y rte	'r'	waterbound macadam, crushed rock or coral
f	Type Y rte	'l'	Gravel
g	Type Y or Z rte	'nb'	Bituminous surface tmt on natural earth, stabilised soil, sand-clay etc.
h	Type Z rte	'n'	Natural earth stabilised soil, sand-clay, shell, cinders etc
i		'b'	Bituminous const. To be used alone only when type of bituminous const cannot be determined
j		'v'	Various other types not mentioned above
5	Length	(?2km)	Length of sect may be added if desired
6a	Obstructions	(Ob)	Symbol at end of formula indicates existence
b	Snow	(T)	Regr, recurrent and serious snow blockage
c	Flooding	(W)	Reg flooding which impedes tfc

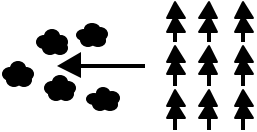
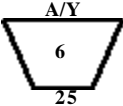



## RTE RECCE CONVENTIONAL SIGNS

 <p>25m</p>	<p>Sharp curve (radius in feet or m)</p>
 <p>&gt;14%</p> <p>10 - 12%</p> <p>7 - 10%</p>	<p>Steep grade, arrows pt up hill, grade in % (length of arrows may show length of grade when scale allows)</p>
 <p>4m</p>	<p>Constriction (width in feet or m)</p>
 <p>4m</p> <p>3,5m</p>	<p>Arch constriction (width [left] and height [right] in feet or m)</p>
 <p>5m</p> <p>4m</p>	<p>Underpass constriction (width [left] and height [right] in feet or m)</p>

	Bypass – easy
	Bypass – difficult
	Bypass – impossible
	Level crossing

 <p>30</p> <p>3m</p>	<p>Br cl (top segment) overhead clearance [left] width [underneath] length [right]</p>
	<p>Limit of sector</p>
<p><b>(B2019)</b></p>	<p>Civ or Military Rte Design Notation</p>
	<p>Cover (deciduous [left] evergreen [right])</p>

	<p>Cover (woods)(deciduous [left] evergreen [right]. Arrow denotes possibility of driving off the rd.</p>
	<p>Ferry. Type and seasonal limitations [top]. Capacity [cen].  Crossing width [bottom] A= Automobile  P = Pax</p>
	<p>Ford. Current vol m/s and seasonal limitations [top]. Width.  Nature of bottom. Depth [bottom]. Approach easy [left]. Exit difficulty [right]</p>

**RD STDS****RD WIDTHS FOR GEN PURPOSE RDS**

<b>Ser</b>	<b>Specification</b>	<b>Normal Tfc (m)</b>	<b>Trks For Lt Veh (m) (1)</b>
1	Single Tfc Lane (2)		
	a. Absolute Min	3.0 (3)	1.8
	b. Desirable Min	3.7 (3)	2.5
2	Double Tfc Lane		
	a. Absolute Min	6.0	3.6
	b. Desirable Min	7.3	4.7

**Notes:**

1. 4x4 veh up to 1/2 ld carrying capacity.
2. Passing places should be provided not more than 400 m apart.
3. Tks reqr a min width of 4.5 m.



## **ANX G – ROUTE RECONNAISSANCE COMBAT ESTIMATE**

(Detailed cbt est is covered in TAM 101)

### **AIM:**

1. comd aim/MP coy task;
2. no of rte;
3. rhythm or rate of adv;
4. bypass/ picketing pol;
5. degree of search; and
6. EEL.

### **FACTORS :**

1. EN:
  - a. likely loc/ approach of conventional forces, incl saboteurs, refugees, and obs;
  - b. types of en expected;
  - c. air/ NBC/ EW threat; and
  - d. en action/ disposition (leads to reqr degree of search, possible en counter-mov).
2. OWN TPS:
  - a. tasks of fol on and areas of interest;
  - b. fmn rate of adv;
  - c. lateral ln, contact pts with flanking fmns;
  - d. sp aval (hel or engr);
  - e. condition, previous empl and loc of all coy elms; and
  - g. hand over of contacts.
3. GRD:
  - a. going, no and type of vehs, method of mov;
  - b. obs (towns, woods, hills, water);
  - c. likely en approaches - laterals, etc.;
  - d. dominating terrain; and
  - e. altn rtes.
4. WEATHER, TIME AND SPACE:
  - a. day/ ni rate of adv;
  - b. effect of time and weather on vis and going; and
  - c. timings or rates imposed by higher and effect on thoroughness of recce.

**COA.** After weighing the factors, decide what COAs are open to you and to the en.

**PLAN.** Decide the best COA open and make your plan.





## ANX H – ROUTE RECONNAISSANCE ORDERS FORMAT

**Definition.** To obtain specific info on the rte, obs, en, and adjacent terrain that could affect mov along a rte.

1. **Sit:**
  - a. En: loc:  
Str: (incl eqpt and wpns rges):  
intentions:  
air:  
NBC:  
morale:  
EW:
  - b. Friendly: outline fmn and coy plan:  
flanking units:  
NBC plan:  
air plan:  
atts and dets to coy:  
Atts and Dets:(usually nil at pl level)
  - c.
2. **Msn:** Recce \_\_\_\_\_ by \_\_\_\_\_ hrs. (Repeat)
3. **Execution:**
  - a. Gen Outline: (concept of ops including ph, map \ model \ grd)
  - b. Gpings and Tasks:
  - c. Coord instrs:
    - (1) timings:
      - (a) H-hr, rate of adv;
      - (b) H-hr for Fmn;
    - (2) critical pts and action to be taken;
    - (3) rte nicknames;
    - (4) RL;
    - (5) open fire pol;
    - (6) by-pass pol (size to picket, size to by-pass);
    - (7) EEI (all ph);
    - (9) AAAD Pol (if any spec considerations);
    - (10) NBC state; and
    - (11) fire plan.
4. **Svc Sp:**
  - a. rats and water;
  - b. rep/rec;
  - c. med, and
  - d. PW.
5. **Comd and Sigs:**
  - a. loc of OC/ pl comds:
  - b. present and proposed loc of coy HQ:

- c. spec sigs (incl ni recog):
- d. freq: f1: \_\_\_\_\_  
f2: \_\_\_\_\_
- e. net check at \_\_\_\_\_ hrs
- f. rad silence as of \_\_\_\_\_ hrs
- g. passwords: \_\_\_\_\_ duration \_\_\_\_\_
- h. code words: \_\_\_\_\_
- i. GIP: \_\_\_\_\_
- j. rad silence:
  - break \_\_\_\_\_
  - lift \_\_\_\_\_
  - impose \_\_\_\_\_
- k. ch to CEOs:

- 6. Time Check.
- 7. Ques.
- 8. Cfm:

## ANX I – ROUTE RECONNAISSANCE REPORT

1. Maps and scale reqr:
  - a.
  - b.
  - c.
2. Rte codes/nicknames/military no of rte(s):
  - a.
  - b.
  - c.
3. Date/time of recce:
4. Recce report made by:
5. Spec instrs:
  - a.
  - b.
6. Gen weather conditions at time of recce:
7. Gen construction sites or works being done on rte:
  - a. GR - Description \_\_\_\_\_
  - b. GR - Description \_\_\_\_\_
8. Gen Rd Info and MLC:

From GR	To GR	Distance (km)	Rd Class	Comments
SP				
	rel P			

9. Total Distance: km
10. Coding notes/obstruction codes: (See anx F of TAM 811)
11. Gen details on obstruction (Brief description):
12. Halt areas/WA (not part of NATO format): (att add sheet if insufficient space)
  - a. HALT 1  
Name - Diagram TC layout
  - b. HALT 2  
Name - Diagram TC layout
  - c. HALT 3  
Name - Diagram TC layout
13. Assessment of MP tasks (If rte was alloc to unit)
  - a. No of pt men:
  - b. No of TCPs:
  - c. No of signs:

- d. No of Its:
  - e. GR of WA/halt areas and capacity:
  - f. Detour areas:
  - g. Altn rte:
  - h. Loc of civ police sta and tel no:
  - i. Other remarks:
14. Rte Trace/Overlay (att).

Rk, Name and Signature \_\_\_\_\_

## ANX J – SAMPLE ROUTE CARD

Instrs: \_\_\_\_\_

Ref: Map: \_\_\_\_\_

<b>1</b>	<b>MOV TO</b>	
<b>2</b>	<b>DATE</b>	<b>TIME TO MOVE OFF</b>
<b>3</b>	<b>SP</b>	
<b>4</b>	<b>REL P</b>	
<b>5</b>	<b>AVG SPEED</b>	
<b>6</b>	<b>DISTANCE BETWEEN VEHS</b>	
<b>A</b>	<b>BY DAY</b>	
<b>B</b>	<b>BY NI</b>	
<b>7</b>	<b>TIME BETWEEN PACKETS</b>	<b>MIN (TAIL TO HEAD)</b>
<b>9</b>	<b>HALTS</b>	
<b>10</b>	<b>LTS</b>	
<b>11</b>	<b>FLAGS</b>	
<b>12</b>	<b>CRITICAL PTS</b>	
<b>13</b>	<b>REP/REC</b>	

From GR	Distance (km)	Rd Class	Diagram and Description
SP	0		
	(from last pt)		

## **ANX K – TRAFFIC CONTROL COMBAT ESTIMATE**

### **AIM:**

1. Comd's aim/Coy task.

### **FACTORS :**

2. EN:
  - a. likelihood of en interference imposes reqr for cam, dispersion, vigilance;
  - b. good comms nec; and
  - c. must be able to counter en threat.
3. OWN TPS:
  - a. coy resources; and
  - b. external sp.
4. GRD:
  - a. condition and capacity of rtes and any defiles;
  - b. loc, size; and cover of assy areas/ har/WA; and
  - c. likely battle posns, en approaches, bottlenecks and detours.
5. WEATHER, TIME AND SPACE:
  - a. Timings:
    - (1) end of mov;
    - (2) regulation of tfc IAW mov tables;
    - (3) first/ last lt; and
    - (4) distances.
  - b. Weather. Affects time and space, grd, creates poor vis, endurance problems.
  - c. Log. Resup, rep, rec, med evac, other sp (con by reg HQ).

**COA:** After weighing the factors, decide what COAs are open to you and to the en.

**PLAN:** Decide the best COA open and make your plan

.





## ANX L – TRAFFIC CONTROL ORDERS FORMAT

1. **Sit:**
  - a. En. En air arty habits affecting selection of har and other WA.
  - b. Friendly. Div plan fmn plan/ intentions any passage of friendly lines loc, ident and activity of flanking units.
  - c. Atts and Dets. Hel, recce, LOs.
2. **Msn:** To con mov of fmn from \_\_\_\_\_ to \_\_\_\_\_  
as of \_\_\_\_\_ hrs. (Repeat)
3. **Execution:**
  - a. Gen Outline: (concept of ops including ph, recce and estb con org, con of tfc; and re-org and re-depl).
  - b. Gpings and Tasks:
    - (1) Reg HQ - composition and loc.
    - (2) Sector HQ:
      - (a) composition and loc,
      - (b) recce of halts/ har, primary and altn rtes; and
      - (c) TCP to be manned.
    - (3) SP and rel P times - composition, tasks, TCP, any signing.
    - (4) Halt area gp - composition, tasks of signing and regulating loc protection.
  - c. Coord Instrs:  
timings:
    - (a) H-hr for coy;
    - (b) time to be estb; and
    - (c) start, time in halts, assy area;
    - (2) mov tables:
      - (a) for TC org; and
      - (b) for fmn mov (ref to mov O);
    - (3) critical pts:
      - (a) assy, halt, crossing areas;
      - (b) defiles;
      - (c) altn rte(s);
      - (d) TCP; and
      - (e) ref pts and RL;
    - (4) packet ident and verification system;
    - (5) It discipline and loc protection;
    - (6) march discipline;
    - (7) action on contact;
    - (8) rte signing; and
    - (9) RV or action on completion of main task.

4. **Svc Sp:**
  - a. resup and rep/ rec (prior to/ at end of msn, in WA, on rtes);
  - b. con of refugees with loc auth;
  - c. PWs; and
  - d. others as applic.
5. **Comd and Sigs:**
  - a. loc of higher HQ, with means of comms;
  - b. loc of regulating HQ;
  - c. rad relay procedures;
  - d. freq: TC: \_\_\_\_\_  
Coy: \_\_\_\_\_  
Pl: \_\_\_\_\_;
  - e. net check at \_\_\_\_\_ hrs (if applic);
  - f. passwords: \_\_\_\_\_ duration \_\_\_\_\_  
\_\_\_\_\_ duration \_\_\_\_\_;
  - g. code words and their meaning, TC org estb, last ser through loc/rel P;
  - h. rad silence:
    - break \_\_\_\_\_
    - lift \_\_\_\_\_
    - impose \_\_\_\_\_;
  - i. ln - LOs at start and rel P by each unit are reqr to cfm the fm mov plan.
6. Time Check.
7. Ques.
8. Cfm.

## ANX M – SIGNING DENSITY STANDARDS

SER	DETAIL	SIGN DENSITY	DISTANCE	EST	REMARKS
1	Maj hwy - no turns	Every 20 km	100 km	1.25 hr	Ni add 15 min.
2	Maj hwy - with turns	Every 20 km and 4 signs/turn	100 km	1.75 hr	Ni add 20 min.
3	Secondary hwy - no turns	Every 10 km	100 km	1.75 hr	Ni add 15 min.
4	Secondary hwy - with turns	Every 10 km and 3 signs/turn	100 km	2.25 hr	Ni add 20 min.
5	County rd - no turns	Every 5-10 km	50 km	1.5 hr	Ni add 15 min.
6	County rd - with turns	Every 5-10 km	50 km	2 hr	Ni add 20 min.
7	BUA	As reqr	25 km	1.5 hr	Time same at ni. Sign intersections, t/c lts, stop signs, etc.
8	Maj hwy - no turns (day)	Every 20 km	50 km	45 min	

SER	DETAIL	SIGN DENSITY	DISTANCE	EST	REMARKS
9	Maj hwy - no turns (ni)	Every 10 km	50 km	1 hr	
10	Maj hwy - with turns (day)	Every 20 km and 4 signs/turn	50 km	1 hr	
11	Maj hwy - with turns (ni)	Every 10 km and 4 signs/turn	50 km	1.25 hr	
12	Secondary - hwy no turns (day)	Every 50 km	50 km	55 min	
13	Secondary - hwy no turns (ni)	Every 5-10 km	50 km	1.25 hr	
14	Secondary hwy - with turns (day)	Every 10 km and 3 signs/turn	50 km	1 hr	
15	Secondary hwy - with turns (ni)	Every 5-10 km and 3 signs per turn	50 km	1.75 hr	

<b>SER</b>	<b>DETAIL</b>	<b>SIGN DENSITY</b>	<b>DISTANCE</b>	<b>EST</b>	<b>REMARKS</b>
16	County rds - no turns (day)	Every 5-10 km	50 km	1 hr	
17	County rds - no turns (ni)	Every 1-2 km	20 km	2 hr	
18	County rds - with turns (day)	Every 5-10 km and 3 signs/turn	50 km	1.5 hr	
19	County rds - with turns (ni)	Every 1-2 km and 3 signs/turn	20 km	2.5 hr	Blackout driving
20	County rds - with turns using ni illum techs	Every 1-2 km and 3 signs/turn	20 km	2.75 hr	



## **ANX N – OFFENCE REPORT TO BE USED BY NATO TRAFFIC CONTROL PERSONNEL**

Ref: STANAG 2025

This form will be sent through normal military channels to the dvr OC.

1. Date, time, place of offence:
2. Dvr name, nationality, rk, svc no and unit:
3. Name of pers resp for the veh, nationality, rk, svc no and unit. (address if civ):
4. Particulars of veh checked:
  - a. Make:
  - b. Type:
  - c. Registration no:
  - d. Addresses of unit or civ owner:
5. Offence observed:
6. Action taken:
7. Name, rk, svc no and unit of TC police:

Signature:

Witnessed by: \_\_\_\_\_





## ANX O – STRAGGLERS POST RECORD CARD

STRAGGLER POST RECORD CARD (SAMPLE)	
<b>Post Loc and Ident:</b>	
<b>MP Rk, Name and Unit:</b>	
Con No:	Armed: Yes / No
Svc No:	Rk:
Surname:	Given Names:
Nationality:	Unit:
Found at:	Time found:
Coming From:	Going to:
Why Left Unit:	
Disposition:	
Remarks:	



## ANX P – STRAGGLERS STATUS REPORT

### SUBJECT: STRAGGLER STATUS REPORT

<b>1.</b>	<b>CDN FORCES: (incl: nationality, loc, male/female, offr/NCO/other/civ and disposn)</b>
<b>a.</b>	<b>CATEGORY A:</b>
<b>b.</b>	<b>CATEGORY B:</b>
<b>c.</b>	<b>CATEGORY C:</b>
<b>d.</b>	<b>CATEGORY D:</b>
<b>2.</b>	<b>COALITION FORCES: (total by category, unit and disposn)</b>
<b>3.</b>	<b>HOST NATION FORCES: (total by category, unit and disposn)</b>
<b>Notes</b>	<b>Frequency of Report: Daily as at 0001 hr (local), to DPM (info copy to PM) by 0600 hr. To CJF PM by 1000 hr.</b>
	<b>Reporting Means: Elec, pri or secur line.</b>
	<b>Secur Classification: CONFIDENTIAL.</b>



## ANX Q – NBC SURVEY ORDERS FORMAT

### NOTE:

This formal highlights the differences between area Recce and NBC surveyorders. See anx X for the area recce

1. **Sit:**
  - a. En: NBC capability  
delivery method (if known)  
NBC type (chem/ bio/ rad)  
agent empl (if known)  
persistent/ non-persistent (if known)  
activity in contam area  
reason for suspicion of contam (if applic)
  - b. Friendly: units in or adjacent to contam area  
picketing procedures  
effect on friendly tp mov or ops  
state if friendly and all details
  - c. Atts and Dets: decon units, engrs, etc.
2. **Msn:** To mon/ survey chem/ rad contam area from \_\_\_\_\_  
to \_\_\_\_\_ by \_\_\_\_\_
3. **Execution:**
  - a. Gen Outline: (concept of ops including ph, assy area, rehearsal area, suspected contam area),
  - b. Gpings and Tasks: surv tm composition.
  - c. Coord Instrs:
    - (1) Timings:
      - (a) rehearsal;
      - (b) departure;
      - (c) ETA at destination; and
      - (d) surv complete.
    - (2) Met report to incl wind dir (updated prior to departure).
    - (3) Rte to area, veh dismt d pt (upwind).
    - (4) Size of suspected area.
    - (5) Type of info reqr.
    - (6) Verification of eqpt, pers and mon (prior to departure).
    - (7) Signing (NBC, altn rtes).
    - (8) Freq of readings (Rad).
    - (9) Max dose permitted by tm (Rad).
    - (10) Max dose to penetrate (Rad).
    - (11) Recording of info (type, date, time, loc, extent).
    - (12) Action if contam (pers, eqpt, vehs) consider spread of contam.

(13) Depl at end of Msn.

4. **Svc Sp:**

- a. all call signs topped up prior to departure;
- b. med evac;
- c. sp elm for decon (loc, routine); and
- d. action on downed veh (on rte, at site, returning).

5. **Comd and Sigs:**

- a. designation of higher HQ and means of reporting;
- b. loc of coy OC / pl comd;
- c. freq: f1: \_\_\_\_\_  
f2: \_\_\_\_\_
- d. net check at \_\_\_\_\_ hrs (if applic);
- e. passwords: \_\_\_\_\_ duration \_\_\_\_\_  
\_\_\_\_\_ duration \_\_\_\_\_;
- f. rad silence (norm imposed on completion of net check):  
break \_\_\_\_\_  
lift \_\_\_\_\_  
impose \_\_\_\_\_;
- g. code words as reqr.

6. Time Check.

7. Ques.

8. Cfm.

## **ANX R – ESCORT OPERATIONS COMBAT ESTIMATE**

### **AIM:**

1. Comd's aim/coy task.

### **FACTORS :**

2. EN:
  - a. likelihood of atk;
  - b. possible tactics, e.g. Mines, roadblocks, air strikes, etc.; and
  - c. refugees.
3. OWN TPS
  - a. Escort. Resources aval (sp arms, avn, fast air).
  - b. Convoy. Size and types of vehs, vulnerability of ld.
  - c. Passage through friendly units.
4. GRD:
  - a. Detailed study of rte.
  - b. Defiles, close country, BUA, detours, altn rtes.
5. WEATHER, TIME AND SPACE:
  - a. Time and Space:
    - (1) time of convoy/VIP/PW mov;
    - (2) first/ last lt;
    - (3) distance to mov; and
    - (4) possible speed of veh (slowest veh).
  - b. Weather. Consider (comd) postponing op if poor flying conditions.
  - c. Logistics. Rep/rec, resup, med evac.

**COA:** After weighing the factors, decide what COAs are open to you and to the en.

**PLAN:** Decide the best COA open and make your plan.





## ANX S – CONVOY ESCORT ORDERS FORMAT

### NOTE:

This format highlights the differences between RAS and convoy orders. See RAS format for std detail.

1. **Sit:**
  - a. En: en air  
clandestine activity  
long rge recce ptls  
arty habits  
mining along rtes
  - b. Friendly: rte of convoy  
units through which convoy will pass  
refugee and civ population along rte  
condition and con of rte
  - c. Atts and Dets: to incl composition of veh columns, escorted unit.
2. **Msn:** To escort (convoy/ prisoner/ VIP/ PWs) \_\_\_\_\_  
from \_\_\_\_\_ to \_\_\_\_\_ by \_\_\_\_\_.
3. **Execution:**
  - a. Gen Outline: (concept of ops including ph, assy area, rte, critical pts; and any deception measures),
  - b. Gpings and Tasks:
    - (1) adv gp - composition to incl hel method of mov, critical pts, possible altn rte;
    - (2) close protection gp - composition, loc columns, method of mov, specific actions, briefing of columns; and
    - (3) res gp - composition, specific instr, loc protection of assy area.
  - c. Coord Instrs:
    - (1) timings:
      - (a) H-hr,
      - (b) ETA at destination, and
      - (c) delay between adv gp, columns/ close protection gp and res gp;
    - (2) ambush drills;
    - (3) rte, critical pts, altn, halt(s);
    - (4) ref pts;
    - (5) speed, intervals, order of march (OOM);
    - (6) any ln or agreed control measure with friendly units along rte;
    - (7) lt pol for ni mov;
    - (8) action on air atk;

- (9) indiv veh protection;
- (10) rte signing;
- (11) action in BUA and halt areas;
- (12) inspection of all vehs; and
- (13) depl at end of Msn.

4. **Svc Sp:**

- a. org (because of distance, may have rep/ rec with convoy and POL or ammo vehs with indiv gp);
- b. must have rec elm with res gp; and
- c. action on downed veh and protection req.

5. **Comd and Sigs:**

- a. designation of higher HQ and means of reporting;
- b. loc of coy OC and pl comd;
- c. designation of convoy comd;
- d. freq: f1: \_\_\_\_\_  
f2: \_\_\_\_\_
- e. net check at \_\_\_\_\_ hrs (if applic)
- f. passwords: \_\_\_\_\_ duration \_\_\_\_\_  
\_\_\_\_\_ duration \_\_\_\_\_
- g. grad silence (norm imposed on completion of net check):  
break \_\_\_\_\_  
lift \_\_\_\_\_  
impose \_\_\_\_\_

6. Time Check.

7. Ques.

8. Cfm.

## **ANX T – REAR AREA SECURITY FACTORS**

1. Determine:
  - a. key terrain in area;
  - b. loc of HQ/instl; and
  - c. possible en LZ/DZ; and bases for infiltrators or guerrillas.
2. Plan for:
  - a. surv of area;
  - b. con of civ population (with other org);
  - c. protection of critical instl and L of C; and
  - d. reaction force to concentrate quickly.
3. Also:
  - a. fire plan for each contingency;
  - b. ln with civ agencies;
  - c. lt pol, mov discipline;
  - d. use of ech in local secur tasks; and
  - e. comms tests, rehearsals and rest routines.



## ANX U – RAS ORDERS FORMAT

### NOTE:

This format highlights the differences between rte recce and RAS orders. See rte recce format for std detail.

1. **Sit:**
  - a. En: any known infiltration  
method of air landed ops  
clandestine ops  
local subversives  
aids to recognise clandestine ops
  - b. Friendly: Higher HQ plan  
fmm plan/ intentions  
loc of all fmm units  
rtes used  
Base/ base cluster def plans  
civ auth methods of con
  - c. Atts and Dets: (usually nil at bde gp level).
2. **Msn:** To ensure the secur of the fmm rear area. (Repeat)
3. **Execution:**
  - a. Gen Outline: (concept of ops including ph designate main OPs, ptls (and reaction force);
  - b. Gpings and Tasks:
    - (1) OPs at vital pts - recce, sp, surv tps.
    - (2) Units in the Rear Area:
      - (a) prepare level 1 Secur Plan; and
      - (b) provide pers for Level 2 QRF task.
    - (3) MP Pl:
      - (a) loc and gping;
      - (b) ptl rtes; and
      - (c) prep to do convoy escort, TC.
    - (4) TC force:
      - (a) loc and gping;
      - (b) notice to mov;
      - (c) pri of threat; and
      - (d) prep for anti-hel.
    - (5) Hel:
      - (a) air and grd surv at irregular intervals; and
      - (b) tpt hel for tps may be aval.
    - (6) Arty tgts in admin area on call.
    - (7) Others (enrg, recce, inf, etc.).
  - c. Coord Instrs:
    - (1) Timings:

- (a) initial surv estb;
  - (b) secur forces in place; and
  - (c) states of alert for various elms of admin area.
- (2) Control measures:
- (a) rehearsals or alert measures;
  - (b) routine contact with units in area (by ln or land line);
  - (c) siren or other alert;
  - (d) regulation of tfc;
  - (e) ptl plan;
  - (f) lt pol in rear area (coord with loc auth);
  - (g) obs and obsn plans for air threat (LZ/DZ); and
  - (h) digging and cam pol.

4. **Svc Sp:**

- a. avoid fol same routine;
- b. resup;
- c. con of refugees with loc auth;
- d. PWs; and
- e. med and rep and rec norm.

5. **Comd and Sigs:**

- a. present and proposed loc of HQ/ mov of HQs;
- b. ln with RAOC to obtain approval for secur plan;
- c. cfm O if reqr;
- d. freq: f1: \_\_\_\_\_  
f2: \_\_\_\_\_
- (1) all secur forces on net,
- (2) reqr C/S of all friendly units, and
- (3) reqr pers visits by OC;
- e. net check at \_\_\_\_\_ hrs (if applic);
- f. passwords: \_\_\_\_\_ duration \_\_\_\_\_  
\_\_\_\_\_ duration \_\_\_\_\_;
- g. code words and their meaning, for rear area surv complete, vital pt and vital grd, various levels of rehearsals;
- h. rad silence (usually until first contact):  
break \_\_\_\_\_  
lift \_\_\_\_\_  
impose \_\_\_\_\_
- i. changes to CEOI, which must incl those for all C/S on net.

6. Time Check.

7. Ques.

8. Cfm.

## **ANX V – AREA RECONNAISSANCE COMBAT ESTIMATE**

### **AIM:**

1. The degree of search is more closely tied to the rate of adv reqr by the comd's aim.

### **FACTORS :**

2. EN:
  - a. entire area recce, expected type of en influences degree of search; and
  - b. EEI.
3. OWN TPS:
  - a. lateral ln, contact pts with flanking fmns;
  - b. sp aval (att hel, recce, engr recce);
  - c. arty tac gp; and
  - d. bypass/picketing pol.
4. GRD:
  - a. EEI, evidence of occupation;
  - b. action at woods, towns (driven by aim); and
  - c. obs, natural and artificial, crossings and limits.
5. WEATHER, TIME AND SPACE:
  - a. may be dismtd at ni;
  - b. ni obsn devices, surv;
  - c. mov high pt to high pt; and
  - d. timing versus thoroughness.

**COA.** After weighing the factors, decide what courses are open to you and to the en.

**PLAN.** Decide the best crse open and make your plan.





## **ANX W – POINT RECONNAISSANCE FACTORS**

1. Pt Recce Factors: (Use in conjunction with anx G - Rte recce cbt est)
  - a. detailed map study;
  - b. pt recce is vital to Msn;
  - c. hel are useful (speed adv);
  - d. contact with adv fmn; and
  - e. arty reqr.



## ANX X – AREA RECONNAISSANCE ORDERS FORMAT

DEFINITION: A dir effort to obtain detailed info of all rte, grd; and en forces in a corridor.

### NOTE :

This format highlights the differences between rte and pt recce orders. See rte recce format for std detail.

1. **Sit:**
  - a. En: loc:  
str: (incl eqpt and wpns rge):  
intentions:  
air:  
NBC:  
morale:  
EW:
  - b. Friendly: outline coy plan:  
flanking units MP:  
NBC plan:  
air plan:  
atts and dets to MP coy:
  - c. Atts and Dets: (usually nil at bde gp level)
2. **Msn:** To recce sector between \_\_\_\_\_ and \_\_\_\_\_  
from \_\_\_\_\_ to \_\_\_\_\_ (Repeat)
3. **Execution:**
  - a. Gen Outline: (concept of ops including ph and breakdown of areas and res).
  - b. Gpings and Tasks:
    - (1) obsn Dets - depl of surv eqpt;
    - (2) ptls - foot ptls or recce of key grd;
    - (3) (MP pl – recce of rte;
    - (4) hel - spot recce, flank recce, picketing, gaps between ptls, dir arty;
    - (5) engrs – tps; and
    - (6) arty - Arty Tac Gp.
  - c. Coord Instrs:
    - (1) timings:
      - (a) H-hr, H-hr for fmn,
      - (b) time for fmn obj to be secur, and
      - (c) first and last lt;
    - (2) contact pts, freq and timings;
    - (3) action on contact;

- (4) open fire pol;
- (5) by-pass pol (size to picket, size to by-pass);
- (6) degree of search;
  - (a) meters/hr or by types of wpns,
  - (b) time of RL, laterals, and
  - (c) time at sector recce, sec rte, woods and BUA;
- (7) rate of adv by timings/ RL;
- (8) control measures for passing contacts to fol on units;
- (9) EEI (class 50 rtes, loc, str; and activity of en, class 50 by-pass or sec rte, fmn har or assy areas; and asslt rtes to obj);
- (10) RL and ref pts;
- (11) AAAD Pol (if any spec considerations);
- (12) NBC state;
- (13) fire plan; and
- (14) limit of fwd adv.

4. **Svc Sp:**

- a. rat and water:
- b. rep/rec:
- c. med:
- d. PW:

5. **Comd and Sigs:**

- a. loc of coy OC / pl comd;
- b. present and proposed loc of coy HQ;
- c. spec sigs (incl ni recog):
- d. freq: f1: \_\_\_\_\_;  
f2: \_\_\_\_\_;
- e. net check at \_\_\_\_\_ hrs;
- f. rad silence as of \_\_\_\_\_ hrs;
- g. passwords: \_\_\_\_\_ duration \_\_\_\_\_  
duration \_\_\_\_\_;
- h. code words and their meaning, for rear area surv complete, vital pt and vital grd, various levels of rehearsals;
- i. rad silence (usually until first contact);
- j. rad silence:
  - break \_\_\_\_\_
  - lift \_\_\_\_\_
  - impose \_\_\_\_\_; and
- k. changes to CEOIs.

6. Time Check.

7. Ques.

8. Cfm.

## ANX Y – POINT RECONNAISSANCE ORDERS FORMAT

DEFINITION: To recce areas such as towns, woods, or crossing sites on water obs. The coy or MP pl moves dir to the obj providing it's own local secur.

### NOTE :

This format highlights the differences between rte and pt recce orders. See rte recce format for std detail.

1. **Sit:**
  - a. En: loc:  
str: (incl eqpt and wpns rge):  
intentions:  
air:  
NBC:  
morale:  
EW.
  - b. Friendly: outline coy/pl plan:  
leading units:  
flank protection/ activity:  
air plan:  
atts and dets to coy:
  - c. Atts and Dets: (usually nil at ptl level)
2. **Msn:** To recce \_\_\_\_\_ by \_\_\_\_\_ (Repeat)
3. **Execution:**
  - a. Gen Outline. (concept of ops including ph move to obj and recce).
  - b. Gpings and Tasks:
    - (1) MP Pl.
    - (2) Engrs.
    - (3) Arty Tac Gp.
  - c. Coord Instrs:
    - (1) timings:
      - (a) H-hr,
      - (b) H-hr for fmn, and
      - (c) others as applic;
    - (2) critical pts, incl contact pts, defiles, etc.;
    - (3) action on contact;
    - (4) open fire pol;
    - (5) obsn tgts (OT);
    - (6) RL;
    - (7) action on contact;
    - (8) open fire pol;

- (9) by-pass pol (size to picket, size to by-pass);
- (10) EEI - all ph;
- (11) AAAD Pol (if any spec considerations);
- (12) NBC state; and
- (13) fire plan.

4. **Svc Sp:**

- a. rats and water;
- b. rep/rec;
- c. med; and
- d. PW.

5. **Comd and Sigs:**

- a. loc of coy OC/pl comd;
- b. present and proposed loc of SHQ;
- c. spec sigs (incl ni recog);
- d. freq: f1: \_\_\_\_\_  
f2: \_\_\_\_\_;
- e. net check at \_\_\_\_\_ hrs;
- f. rad silence as of \_\_\_\_\_ hrs;
- g. passwords: \_\_\_\_\_ duration \_\_\_\_\_  
duration \_\_\_\_\_;
- h. code words;
- i. GIP;
- j. rad silence: break \_\_\_\_\_  
lift \_\_\_\_\_  
impose \_\_\_\_\_; and
- k. changes to CEOIs.

6. Time Check.

7. Ques.

8. Cfm.

## ANX Z – OBSERVATION POST PROCEDURES

1. The fol info pertains to ops, pri of work for OP:
  - a. Eyes on grd:
    - (1) lay line;
    - (2) rge card;
    - (3) estb OP secur;
    - (4) estb OP base;
    - (5) OP routine; and
    - (6) recce altn posn.
  - b. Comms:
    - (1) if rad silence, SHQ will arrange pick up of OP reports/ rge cards; and
    - (2) to avoid EW threat, primary comms will be AN/GRC 39 or TA 43 to OP base, manpack only until line is laid.
  - c. Eqpt to be taken into an OP:
    - (1) pers wpn;
    - (2) map/ rge card;
    - (3) binos;
    - (4) compass;
    - (5) protractor;
    - (6) codes/ CEOI;
    - (7) manpack;
    - (8) TA 43 fd phone (OP base must not use "call" to OP):
      - (a) log book, and
      - (b) rad reports;
    - (9) watch;
    - (10) water/ rat;
    - (11) NOD (as ordered);
    - (12) fire plan;
    - (13) NBCW eqpt; and
    - (14) (grd sheet/ sleeping bag (if duration exceeds 24 hrs).
  - d. Timings in/ out.
  - e. Air photos (if aval).





## ANX AA – PRISONNERS OF WAR DOCUMENTS

### STANDARDIZED PW AND PERS EQPT/DOC TAG

<p>PART A</p> <p>CAPTURE SER NO OF TAG      ATTACH TO PW</p> <p>DTG OF CAPTURE</p> <p>LOC OF CAPTURE</p> <p>PW NAME</p> <p>PW RK</p> <p>PW SN</p> <p>PW DOB</p> <p>PW NATIONALITY</p> <p>POWER SERVED BY PW</p> <p>CAPTURING UNIT</p> <p>PART C ATTACHED TO EQPT OR DOCS      YES / NO</p> <p>COMMENTS OR REMARKS ON REVERSE OF PART B</p> <p>YES / NO</p>		<p>REVERSE</p> <p>REMARKS:</p> <p>INCLUDE ANY INFO WHICH MAY ASSIST THE INT EFFORT, E.G., CIRCUMSTANCES OF CAPTURE. ASSOCIATED PW CAPTURED AT THE SAME TIME/LOC, PW UNIT, ETC.</p>
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<p>PART C</p> <p>CAPTURE SER NO OF TAG</p> <p>DTG OF CAPTURE</p> <p>LOC OF CAPTURE</p> <p>PW NAME</p> <p>PW RK</p> <p>PW SN</p> <p>PW DOB</p> <p>PW NATIONALITY</p> <p>POWER SERVED BY PW</p> <p>CAPTURING UNIT</p>		<p>(Reinforced Section)</p> <p>ATT TO PW EQPT OR DOCS</p> <p>ENSURE ALL DOCS/EQPT ARE SECUR IN ONE PACKAGE MARKED WITH X IN BOX BELOW, IF, OF PARTICULAR INT IMPORTANCE.</p>
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## PW Personnel Records

### EXAMPLE PRISONER OF WAR PERSONNEL RECORD

PRISONER OF WAR PERSONNEL RECORD					
NOTE: TO BE PREPARED IN DUPLICATE WHITE COPY IS ORIGINAL, GREEN COPY IS DUPLICATE			1. INTERMENT SERIAL NUMBER		
PART 1 - TO BE COMPLETED AT TIME OF PROCESSING					
2a. LAST NAME	2b. FIRST NAMES	3. GRADE/RANK	4. SERVICE NO.		
5. DATE OF BIRTH	6. THE ABOVE DETAILS ARE CORRECT SIGNATURE OF PRISONER		7. POWER SERVED	8. PLACE OF CAPTURE	
9. DATE OF CAPTURE			10. PLACE OF BIRTH		
11. FATHER/STEPFATHER (Last Name - First Names)					
12. MOTHER'S MAIDEN NAME					
13. NAME, ADDRESS, AND RELATIONSHIP OF PERSON TO BE INFORMED OF CAPTURE					
14. ADDRESS TO WHICH MAIL FOR PRISONER MAY BE SENT					
15. PRISONER'S PERMANENT HOME ADDRESS					
16. PHYSICAL CONDITION WHEN CAPTURED (List wounds or illnesses, if any)					
17. OTHER PARTICULARS FROM IDENTITY CARD OR TAG (if required for identification)					
18. MARRIED OR SINGLE			19. RELIGION		
20. NATIONALITY			21. ARM OR SERVICE		
22. UNIT OR VESSEL			PHOTOGRAPH		PHOTOGRAPH
23. OCCUPATIONS a. CIVILIAN b. MILITARY			(Front view)	(Right profile)	
24. KNOWLEDGE OF LANGUAGES					
25. DESCRIPTION					
SEX	AGE	HEIGHT	DISTINGUISHING MARKS		
EYES	SKIN	HAIR			
26. IMPOUNDED PROPERTY AND MONEY					
27. PREPARED BY UNIT					
28. SIGNATURE OF PERSON PREPARING RECORD					
29. DATE PREPARED			30. PLACE		
31. REMARKS					
32. FINGERPRINTS FOR IDENTIFICATION PURPOSES (if finger is missing, write "NONE" in appropriate space)					
RIGHT HAND	1. THUMB	2. INDEX FINGER	3. MIDDLE FINGER	4. RING FINGER	5. LITTLE FINGER
LEFT HAND	1. THUMB	2. INDEX FINGER	3. MIDDLE FINGER	4. RING FINGER	5. LITTLE FINGER

PART II - TO BE RETAINED BY UNIT HAVING CUSTODY		
32a. LAST NAME		33. INTERNMENT SERIAL NUMBER
32b. FIRST NAMES		
34. MEDICAL RECORDS		
a. IMMUNISATION (vaccination and inoculations) - WITH DATES		
b. MAJOR ILLNESSES AND PHYSICAL DEFECTS - WITH DATES		
c. BLOOD GROUP		
35. INTERNMENT EMPLOYMENT QUALIFICATION		
36. SERIOUS OFFENCES, PUNISHMENTS AND ESCAPES - WITH DATES		
37. TRANSFERS		
FROM (Location)	TO (Location)	Date
38. REMARKS		
39. FINANCIAL STATUS AT TIME OF FIRST INTERNATIONAL TRANSFER		
a. CERTIFICATE OF CREDIT BALANCE TO PW (Amount in words)		b. AMOUNT IN FIGURES
c. LOCATION		d. DATE
40. FINANCIAL STATUS AT TIME OF SECOND INTERNATIONAL TRANSFER		
a. CERTIFICATE OF CREDIT BALANCE TO PW (Amount in words)		b. AMOUNT IN FIGURES
c. LOCATION		d. DATE
41. REPATRIATION		
a. REASON		
b. MODE		c. DATE
42. FINANCIAL STATUS AT TIME OF REPATRIATION		
a. CERTIFICATE OF CREDIT BALANCE ISSUED TO PW (Amount in words)		b. AMOUNT IN FIGURES
c. LOCATION		d. DATE

## Summary of Geneva Conventions Briefing to PW

NOTE: TO BE PREPARED IN DUPLICATE WHITE COPY IS ORIGINAL, GREEN COPY IS DUPLICATE		1. INTERNMENT SERIAL NUMBER	
PART II - TO BE COMPLETED AT TIME OF PROCESSING			
2a. LAST NAME	2b. FIRST NAMES	3. GRADE/RANK	4. ENEMY SERVICE NO
5. POWER SERVED	6. PLACE OF CAPTURE	7. DATE OF CAPTURE	
8. PLACE OF BIRTH		9. DATE OF BIRTH	
10. FATHER/STEPFATHER (Last Name - First Name)		11. MOTHER'S MAIDEN NAME	
12. NAME, ADDRESS, AND RELATIONSHIP OF PERSON TO BE INFORMED OF CAPTURE			
13. ADDRESS TO WHICH MAIL FOR PRISONER MAY BE SENT			
14. PRISONER'S PERMANENT HOME ADDRESS			
15. PHYSICAL CONDITION WHEN CAPTURED (List wounds or illnesses, if any)			
16. OTHER PARTICULARS FROM IDENTITY CARD OR TAG (if required for identification)			

**NOTE:** According to the Geneva Convention, a PW may only be required to give his surname, first name and rank, date of birth and service number.

### INSTRUCTIONS FOR THE PREPARATION OF THE PW PERSONNEL RECORD

1. Parts I and II of the Prisoner of War Personnel Record are to be prepared in duplicate, using the white copy as the original and the green as the duplicate.
2. A typewriter is to be used whenever possible; failing this, the form is to be compiled in block letters by hand.
3. All parts of the green copy are to be forwarded to the Prisoner of War Information Bureau, if established. If not, arrangements should be made through Red Cross or another appropriate organisation.
4. Parts I and II of the white copy are to accompany the PW throughout his internment, including handing over between allied powers.

### PERTINENT ARTICLES OF III CONVENTION

1. The purpose of the Geneva Conventions of 1949 is to determine the treatment of victims of war and to relieve and reduce suffering thereby.

There are four conventions:

I- wounded and sick in the armed forces in the field,

II- wounded, sick; and shipwrecked in the armed forces at sea,

III- tmt of PW, and

IV- protection of civ in time of war.

2. Whichever nation captures you is responsible for your care. Your indiv captor is aware that he is responsible to his nation for your well being. (12)

3. You have and will retain indiv privileges under the 3rd Convention according to you status and rk if you abide by the rules of the Convention and state your true surname, first names and rk, date of birth; and SN. (17)

4. You will be treated humanely and respectfully as detailed within the 3rd Convention. If you are wounded, injured or sick you will receive med tmt. (13,14)

5. You will be removed from dangerous areas as soon as possible and will be guarded so that no harm will come to you. (19)

6. You will not be humiliated or abused. (3,13,14)

7. You will be disarmed and have all warlike military eqpt removed from you except articles reqr to protect you from harm and to help you maintain your health. You may keep your ident docs, gas mask, NBC clothing, water bottle; and while in the cbt zone, your steel helmet. You will receive sufficient clothing and blankets to protect you from the environment. (18)

8. You will be sup with food and potable water sufficient in quantity and quality. Your captor will consider any dietary reqr due to your racial, religious or environment reqr. (20,26)

9. Your pers docs and effects may be removed temporarily but will accompany you and be returned later after examination. Your ident docs will be shown for examination and admin purposes to your captor upon demand. (18)

10. You will be segregated according to your nationality, sex, rk and physical condition but you will not be treated any differently by this action. (16)

11. You will be allowed to write to your family and to the central PW agency informing them of your capture, address and state of health. (70)

12. You will be allowed to receive correspondence, plus parcels; and send at least two letters and four postcards per mo. (71,72)

13. You will be allowed to address complaints and req to the military auth of your captor. (78)



**ANX AB – FMN PW RPTS**

<b>CAPTURE CARD FOR PRISONER OF WAR</b>	
<b>FRONT</b>	
<u>PRISONER OF WAR MAIL</u>	Postage free
<b>CAPTURE CARD FOR PRISONER OF WAR</b>	
<p style="text-align: center;"><b>IMPORTANT</b></p> <p>This card must be completed by each prisoner immediately after being taken prisoner and each time his address is changed (by reason of transfer to a hospital or to another camp).</p> <p>This card is distinct from the special card which each prisoner is allowed to send to his relatives.</p>	<p><b>CENTRAL PRISONERS OF WAR AGENCY</b></p> <p>INTERNATIONAL COMMITTEE OF THE RED CROSS</p> <p><b>GENEVA</b> SWITZERLAND</p>
<b>REVERSE SIDE</b>	
<p>Write legibly and in block letters</p>	<p>1. Power on which the prisoner depends.....</p>
<p>2. Name .....</p>	<p>3. First names (In full) .....</p>
<p>4. First name of father .....</p>	
<p>5. Date of birth .....</p>	<p>6. Place of birth .....</p>
<p>7. Rank .....</p>	
<p>8. Service number .....</p>	
<p>9. Address of next of kin .....</p>	
<p>*10. Taken prisoner on: (or) Coming from (Camp No., hospital, etc) .....</p>	
<p>*11. (a) Good health - (b) Not wounded - (c) Recovered - (d) Convalescent - (e) Sick - (f) Slightly wounded - (g) Seriously wounded.</p>	
<p>12. My present address is : Prisoner No. .... Name of camp .....</p>	
<p>13. Date .....</p>	<p>14. Signature .....</p>
<p>* Strike out what is not applicable - Do not add any remarks - See explanations overleaf.</p>	



## PW CIV INTERNEE STATUS REPORT

SUBJECT: PW/CIS REPORT

<b>1.</b>	<b>PW</b>
<b>a.</b>	<b>MILITARY POPULATION: (FOR EACH OF THE FOL CATEGORIES, LIST IN ORDER: TOTAL AT START OF PERIOD AND TOTAL RECEIVED DURING THE PERIOD - DISTINGUISH BY RESP NATION)</b>
<b>(1)</b>	<b>OFFR</b>
<b>(a)</b>	<b>MALE</b>
<b>(b)</b>	<b>FEMALE</b>
<b>(2)</b>	<b>NCO</b>
<b>(a)</b>	<b>MALE</b>
<b>(b)</b>	<b>FEMALE</b>
<b>(3)</b>	<b>OTHER</b>
<b>(a)</b>	<b>MALE</b>
<b>(b)</b>	<b>FEMALE</b>
<b>2.</b>	<b>INT</b>
<b>a.</b>	<b>(no of pers by each category delivered to and received from int channels)</b>
<b>3.</b>	<b>MED: (no of pers by each category transferred to and received from med channels)</b>
<b>4.</b>	<b>DESERTERS: (spec handling and noteworthy data)</b>
<b>5.</b>	<b>CIV INTERNEE: (as per para 1 and indicate if internees have Int or political info that could impact on the cbt msn)</b>

6.	<b>RETAINED PERS:</b> (as per para 1 and indicate what specific critical skill the pers has, which justifies the status)
Notes	<b><u>Freq of Report</u></b> : Daily as at 0001 hr (local) to reach Div DPM (info copy to PM) by 0600 hr. To CJF PM by 1000 hr. <b><u>Reporting Means</u></b> : Elec, pri. <b><u>Secur Classification</u></b> : Confidential or higher based on content.

## ANX AC – MILITARY POLICE UNUSUAL INCIDENT REPORT

	<b>Subject: MP UNUSUAL INCIDENT REPORT</b>
1	<b>TIME, DATE, PLACE:</b> (incl map ref and country as applic)
2	<b>INCIDENT:</b> (brief statement - normally limited to a one line caption)
3	<b>REPORTED BY:</b> (ident pers with particulars, nationality and their unit)
4	<b>DETAILS:</b> (outline of the facts as known at the time and future intention)
5	<b>PRINCIPAL/VICTIM:</b> (ident pers/facility as appr)
6	<b>CHARGES/SUSPECTS:</b> (details as applic - indicate incarceration and if criminal or military charges are anticipated)
7	<b>WITNESS:</b> (full ident as appr)
8	<b>POLICE:</b> (principal investigating agency - such as: civ police, CSAMPU, Div MP Coy. If civ police have investigative jurisdiction, state which MP unit is conducting the parallel MP investigation)
9	<b>MPIR FILE KEY NO:</b> (fnn assigned investigation no)
10	<b>SPEC HANDLING:</b> THIS DOC IS An MP REPORT AND SHALL ONLY BE STORED MP RECORD BANKS.



## **ANX AD – EXAMPLE MILITARY POLICE NOTICE**

PROTECTED B - NOTICE OF MP INVESTIGATION THEFT FROM  
BASE SUPPLY 14 JAN 93, CAL-315-0010-93. BTSO

1. (PB) On 14 Jan 93, goods and eqpt valued at approx \$350,000 were found missing from the 4 Svc Bn.
2. (PA) Loss was revealed at 1000 hrs, 14 Jan by the Sup Coy OC during his daily visual inspection of the inventory.
3. (U) No suspects.
4. (U) Investigation CONTINUES.
5. (U) Expected issue date for MP Investigation Report: 15 Mar 93.

RR Brown Maj  
CO 4 Military Police Coy  
01-123-997-5555  
15 Jan 93

PROTECTED B

COMPLETION INSTRS: MP NOTICE

1. This notice should be very concise and contain only the info that a senior offr reqrs. It should not exceed two pages.
2. This is purely an informal notice and should not be encumbered by investigative details: do not invite micro-mgt or inappropriate decision-making by the recipient.





**ANX AE – MILITARY POLICE INCIDENT REPORT FORMAT**

KEYFILE, SUBJ AND DATE

TABLE OF CONTENTS

SECT 1

CAST OF CHARACTERS

SUMMARY OF INCIDENT

TIME/DATE/LOC

SECT 2

INVESTIGATION SYNOPSIS

SECT 3

ATTS

CONCLUDED / PENDING / SUSPENDED

Author/ Date:

Reviewed by / Date:



**ANX AF – VEHICLE ACCIDENT SUPPLEMENT**

CLIMATIC CONDITIONS: Lighting: Day Ni Glare Other

Visibility: Cl Fair Poor Other

Temperature: Degrees C.

Precipitation: None Mist Rain Snow Hail

Winds: None Lt Moderate High

RD

Composition: Dirt Gravel Concrete Asphalt

Width: Lanes One-way Two way Intersection

Marking:

Cover: Bare Grease Snow Ice Water

Deformations: None Buckled Postmarked Other

Obstructions:

VEH

Brakes: Lts

Tires: Speed

Mechanical:

DVR

Lucidity: Normal Ill Fatigued Impaired

Licence #: Qualified on

Experience: Total yr. Yr on this veh

DRAWING

LEGEND

