Senior Transportation Officer Qualification Course
The Operational Environment

Motivator

MOTIVATOR

In this lesson, you will learn about the operational environment as it relates to Force Protection.

As a Senior Transportation Officer, understanding the operational environment and your application of this knowledge in Force Protection planning, will help in accessing the threat potential.

In this lesson, you will learn about the operational environment as it pertains to Force Protection planning.

Understanding the operational environment is essential to minimize personnel casualties and damage to equipment.

Senior Transportation Officer Qualification Course
The Operational Environment

Lead-in

LEAD-IN

Commanders must ensure protective measures are taken at Convoy Support Centers, during Convoy Operations, and at Line Haul support facilities in order to:

- Prevent and/or minimize the loss of personnel, supplies, equipment, material, etc.
- Place Force Protection at the forefront in the mission planning process and execution
- Enforce importance of Anti-Terrorism and Force Protection (AT/FP) to all Soldiers in their command

Operational environments can be permissive, uncertain, or hostile.

Current events illustrate how the world is increasingly becoming a dangerous place.

Therefore, more awareness and preventive training measures are needed for officers at all levels to become familiar with Force Protection.

As a Senior Transportation Officer, your knowledge of how Force Protection relates to the operational environment will ensure successful mission execution.

FORCE PROTECTION

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Senior Transportation Officer Qualification Course
The Operational Environment

Current Trends

Several trends have dramatically impacted the operational environment by driving instability and a continuing state of persistent conflict.

These trends include:

- Globalization
- Technology
- Demographic changes
- Urbanization
- Resource demand
- Climate change and natural disasters
- Proliferation of weapons of mass destruction and effects
- Failed or failing states

An emphasis on **Force Protection** is required to ensure the best possible security consistent with the threat to personnel and mission essential resources.

Force Protection

Actions taken to prevent or mitigate hostile actions against Department of Defense personnel (and the family members), resources, facilities, and critical information.

These actions conserve the force's fighting potentia so it can be applied at the decisive time and place a incorporate the coordinated and synchronized offensive and defensive measures to enable effecti employment of the joint force while degrading opportunities for the enemy.

Force protection does not include actions to defeat enemy or protect against accidents, weather or disease.

In today's operational environment, several trends have emerged that incorporate both opportunities, and potential risks.

However, the risks involved with these trends, can drive instability and persistent conflict, thus shaping how operations are conducted.

Therefore, enhanced security measures are needed to counteract such potential threats.

Journal Narration:
Commander Phillip G. Pattee explains the necessity for a proactive attitude and adaptability among U.S. Soldiers in the current operating environment as he shares some force protection lessons from Iraq.

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The Operational Environment

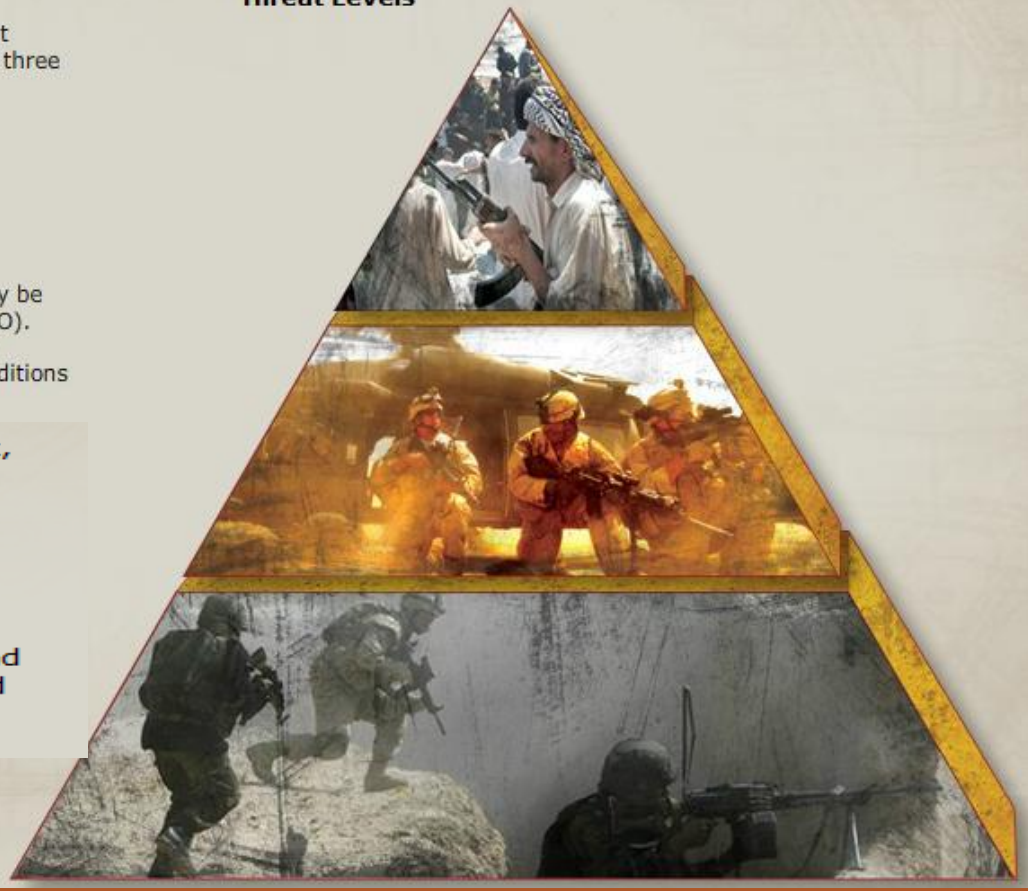
Threat Levels

At the tactical level, enemy threat activities can be categorized into three levels.

These threat levels include:

- **Level I**
- **Level II**
- **Level III**

More than one level of threat may be active in an Area of Operation (AO). Threat levels may determine the appropriate Force Protection Conditions (FPCON).



Commanders can use threat levels to manage risk, identify vulnerabilities, and allocate forces and resources in the operational environment.

These threat levels may occur independently or simultaneously within an Area of Operation.

In addition, emphasis on specific base defense and security measures may depend on the anticipated threat levels.

Level I

A small enemy force that can be defeated by a unit's organic resources. Typical objectives for a Level I threat include supplying themselves from friendly supply stocks; disrupting friendly C2, logistics, and facilities; and interdicting friendly lines of communication.

Level II

Enemy activities that require the commitment of a reaction force (e.g., military police) to defeat them. Typical objectives for a Level II threat include the destruction as well as the disruption of friendly C2, logistics, and commercial facilities; and the interdiction of friendly lines of communication.

Level III

A threat that requires the commitment of a Tactical Combat Force (TCF) to defeat it. Possible objectives for a Level III threat include seizing key terrain, interfering with the movement and commitment of reserves and artillery, and destroying friendly combat forces.

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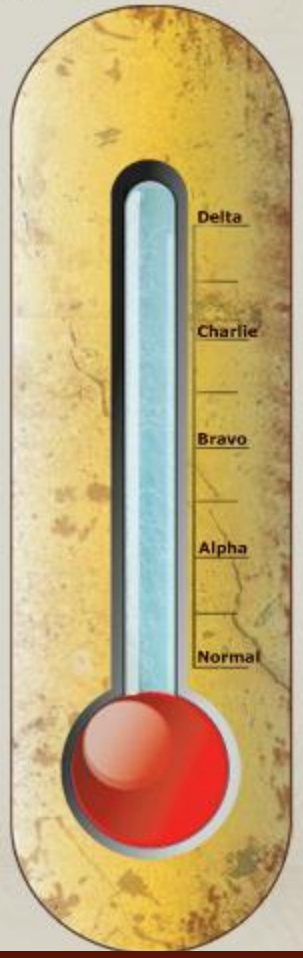
The Operational Environment

Force Protection Conditions (FPCON)

The Force Protection Condition (FPCON) System describes five progressive levels designed to reduce vulnerability to terrorist attacks.

These levels include:

- **Normal**
- **Alpha**
- **Bravo**
- **Charlie**
- **Delta**



The Force Protection Condition (FPCON) System was adopted in June 2001 to facilitate continuity among the U.S. armed forces.

The program standardizes the identification and response to terrorist threats against U.S. personnel and facilities.

Normal

General threat exists. Maintain routine security posture.

Alpha

An unpredictable terrorist threat exists targeting people and installations.

Bravo

An increased/more predictable threat exists.

Charlie

A terrorist incident has occurred, or intelligence indicates some form of terrorist action is imminent.

Delta

A terrorist attack has occurred in the immediate area, or intelligence indicates a terrorist action against a specific location is likely.

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The Operational Environment

Key Points

The following key points were discussed:

- Current global trends
- Threat levels
- Force Protection Conditions

The following key points were discussed: the current trends that are impacting the operational environment; the levels of threat used to categorize enemy activity; and the levels of Force Protection Conditions used to reduce vulnerability to enemy attack.

KEY POINTS

FORCE PROTECTION

Senior Transportation Officer Qualification Course
The Operational Environment

Quick Challenge

QUICK CHALLENGE

Specialist Norton is stationed at Checkpoint Charlie when he observes an unfamiliar civilian pickup truck suddenly park within view. Occupants within the truck appear to be setting up a mortar installation.

How should he respond? Select the best answer and then select Submit.

A. Use the unit's organic resources to defeat them.

B. Deploy a reaction force to defeat them.

C. Arrange a Tactical Combat Force (TCF) to defeat them.

FORCE PROTECTION

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The Operational Environment

Anti-Terrorism / Force Protection (AT/FP) Training

Anti-Terrorism / Force Protection (AT/FP) Training helps to ensure the safety of people, information, and resources through preparation and awareness.

AT/FP Training is comprised of four levels:

- Level I- Soldiers, family members, and Department Of The Army (DA) civilians prior to travel outside of the U.S., its territories, and possessions
- Level II- Level I trainers
- Level III- O5 and O6 students
- Level IV- Executives

As a Senior Transportation Officer, you should ensure that proper training is established and practiced at all levels.

Anti-Terrorism / Force Protection Training is comprised of four levels.

Training at Level One is given to Soldiers, their families, and Department of the Army civilians prior to their travel outside of the U.S., its territories, and possessions.

Training at Level Two is for individuals who train others on Level One information. Training at Level Three is given to O5 and O6 students.

Lastly, Level Four training is a Joint Chiefs of Staff sponsored seminar given to executives.

Journal Narration:
In this article featured in *Soldiers* magazine, Camp Red Cloud Garrison and Camp Casey Garrison team up with the 2nd Infantry Division to hold an Anti-Terrorism / Force Protection exercise to see how Soldiers would respond when attacked.

FORCE PROTECTION

Senior Transportation Officer Qualification Course
The Operational Environment

Rules of Engagement (ROE)

Rules of Engagement (ROE) are procedures that direct Soldier actions based upon various threat levels.

Commanders are required to determine threat levels and ensure that Soldiers are prepared to enact ROE by:

- Assessing threats
- Assessing vulnerability
- Gathering resources
- Training and rehearsing
- Pre-planning
- Gathering intelligence

Adherence to the ROE ensures Soldiers act consistently with international law, national policy, and military regulations.

Operation ROE | Standing ROE | Multinational ROE

In a time when threat levels change consistently, Rules of Engagement are necessary so that Soldiers are precise and directed in action.

Commanders are required to determine threat levels and ensure that Soldiers are prepared to enact Rules of Engagement, as needed.

In order to comply with this requirement, the Commander must complete a risk assessment and conduct training, or ensure that Soldiers receive a Rules of Engagement briefing prior to beginning convoy missions.

FORCE PROTECTION

Operation ROE

Orders are issued by the Secretary of Defense to Commanders. The Commander must then issue, enforce, and regularly train subordinates to practice ROE.

Standing ROE

Establishes fundamental policies and procedures that instruct U.S. Commanders in leading their Soldiers.

Multinational ROE

When deployed in multinational forces, Commanders will use their assigned form of ROE, be it operation specific ROE or SROE.

To minimize confusion in these cases, Commanders discuss with one another interpretations and differences of their ROEs.

FORCE PROTECTION

Senior Transportation Officer Qualification Course
The Operational Environment

Escalation of Force (EOF)

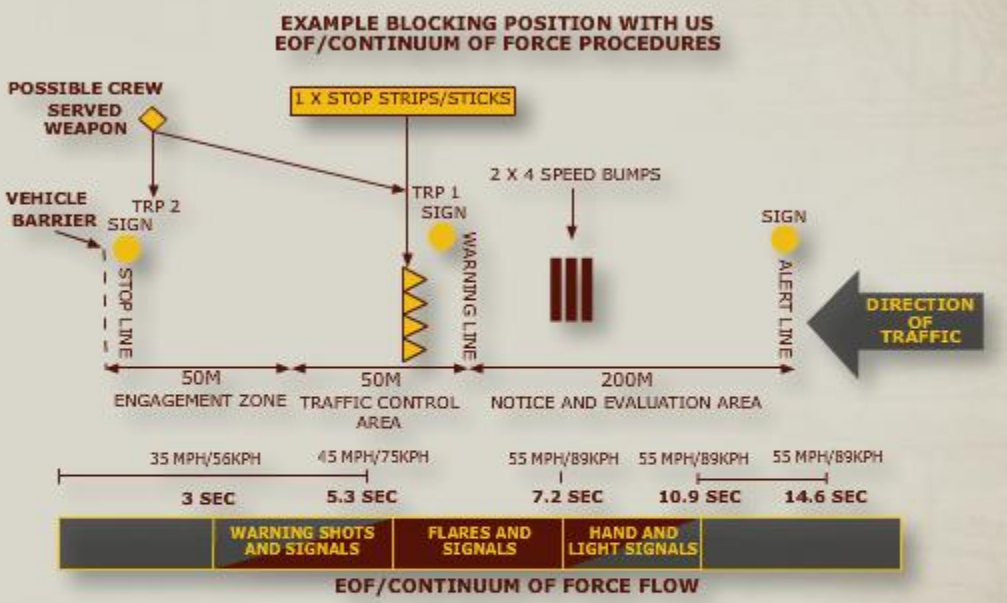
Escalation of Force (EOF) is a procedure that directs Soldiers through various courses of action in threatening situatons.

The EOF flow is designed to neutralize threats with the least amount of force possible.

Commanders should ensure that their Soldiers are well prepared to enact the various levels of the EOF flow to include:

- **Audible warnings**
- **Visual warnings**
- **Physical restraints or blocking of access**
- **Warning shots**
- **Disabling shots**
- **Deadly force**

The ROE and EOF are used in concert with each other under threatening conditions.



Escalation of Force procedures are steps set to defend against hostile acts or intent.

Commanders have a responsibility to properly train their Soldiers in Escalation of Force.

Teaching them the importance of defusing threats as early as possible, results in fewer split-second, life-or-death decisions.

The Rules of Engagement and Escalation of Force are used in concert with each other in threatening conditions because the severity of the threat level may change at any moment.

Audible Warnings

Horns, loudspeakers, sirens, flash, and bang devices.

Visual Warnings

Hand signals, spotlights, flashlights, visible lasers red or green, display of weapon, demonstration of intent to engage, and signs.

Physical Restraint

Blocking of access, Vehicle barrier, stop strips, drop gate, natural obstacles, cones, and barbed wire.

Warning Shots

Shots fired in the vicinity of the threat (authorization needed).

Disabling Shots

Shots fired at tires, engines, and radiators of threatening vehicles.

Deadly Force

Shots fired at threatening person with intent to kill.

FORCE PROTECTION

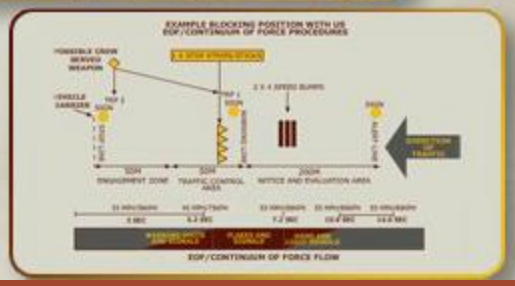
Senior Transportation Officer Qualification Course
The Operational Environment

Key Points

The following key points were discussed:

- Anti-Terrorism
- Force Protection (AT/FP) Training
- Rules of Engagement (ROE)
- Escalation of Force (EOF)

KEY POINTS



The following key points were discussed: Anti-Terrorism, Force Protection Training, Rules of Engagement, and Escalation of Force.

Understanding these points is key to addressing threats and conditions within the operational environment.

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Understanding these points is key to addressing threats and conditions within the operational environment.

FORCE PROTECTION

Senior Transportation Officer Qualification Course
The Operational Environment

Quick Challenge

QUICK CHALLENGE

You are a convoy Commander. Your convoy is required to come to a halt in a highly populated area due to a traffic accident. What is the best use of rules of engagement and escalation of force procedures to protect the convoy against attack by person borne improvised explosive devices (PBIEDs)?

Select the best answer and then select Submit.

A. Fire warning shots at any approaching civilians you see.

B. Huddle all troops around the convoy to protect against attack.

C. Use cones to establish perimeters around the convoy and issue verbal or visual challenge to anyone approaching the area.

D. Radio to Headquarters a situation report (SITREP) and request possible courses of action.

FORCE PROTECTION

FORCE PROTECTION

Senior Transportation Officer Qualification Course
The Operational Environment

Summary

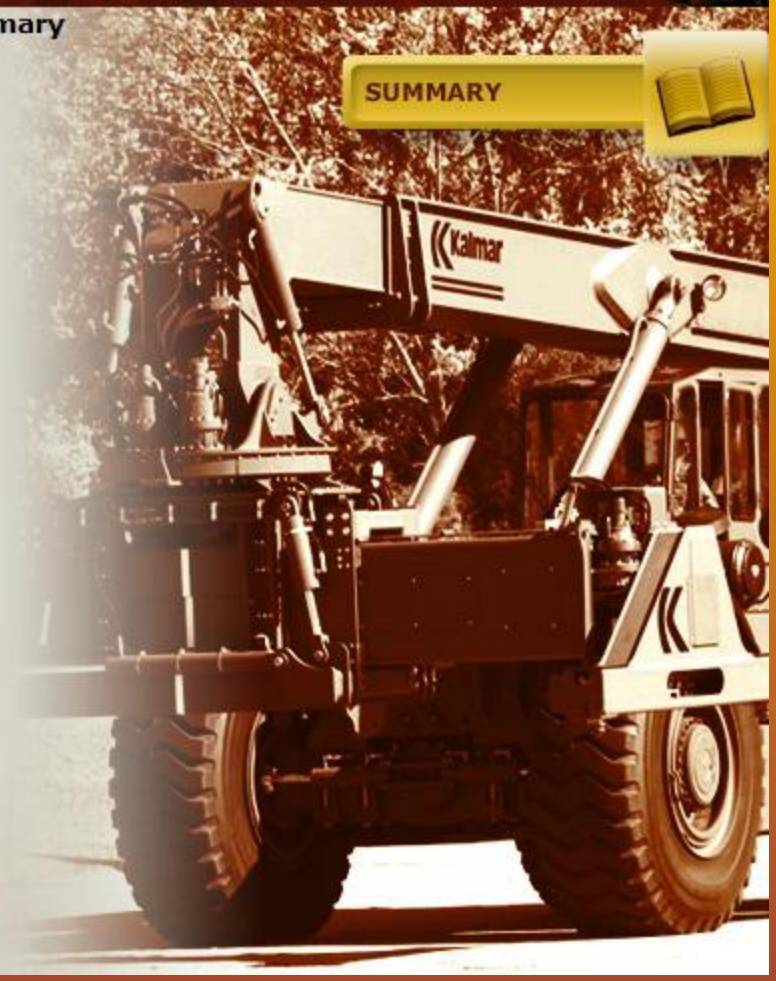
In this lesson, you have learned how the operational environment relates to Force Protection. Key concepts included:

- Threat Levels and Force Protection Conditions
- Anti-Terrorism / Force Protection Training (AT/FP)
- Escalation of Force (EOF)

As a Senior Transportation Officer, being able to understand the operational environment will help you and others to employ forces more effectively and accomplish future transportation missions.

In this lesson, you have learned about the operational environment and how it relates to Force Protection. Key concepts included: Threat Levels and Force Protection Conditions; Anti-Terrorism / Force Protection Training; and Escalation of Force.

Successful mission accomplishment requires understanding of the operational environment so that timely decisions and desirable results can be achieved.



FORCE PROTECTION

Senior Transportation Officer Qualification Course
Force Protection Measures

Motivator

In this lesson, you will learn about Force Protection Measures.

The ultimate goal of Force Protection operations is to protect the force from surprise and reduce the unknowns in any situation.

As a Senior Transportation Officer, your knowledge of Force Protection measures will help you and others accomplish the transportation mission, while reducing overall risk to personnel and equipment.

MOTIVATOR

In this lesson, you will learn about Force Protection Measures.

All convoys conducted on today's modern asymmetrical battlefield are combat operations.

FORCE PROTECTION

Senior Transportation Officer Qualification Course
Force Protection Measures

Lead-in

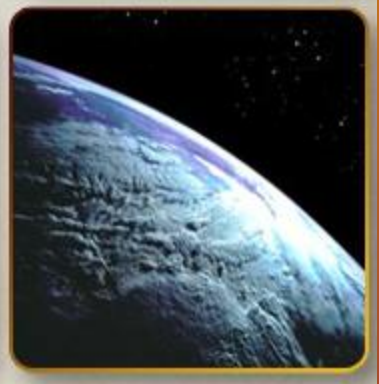
LEAD-IN

Force Protection is critical in preventing threatening opportunties from the enemy.

It coordinates offensive and defensive measures intended to decrease the likelihood of a potential threat to personnel, facilities, and equipment.

It includes the following domains:

- Land
- Sea
- Air
- Space
- Missile defense
- Cyberspace



Force Protection consists of offensive and defensive actions designed to prevent or mitigate hostile actions against DoD personnel (including family members), resources, facilities, and critical information.

It involves protection measures on land; sea; air and space through missle defense; and computer cyberspace.

FORCE PROTECTION

Senior Transportation Officer Qualification Course
Force Protection Measures

Definition of Force Protection

Force Protection (FP)

"Preventive measures taken to mitigate hostile actions against Department of Defense personnel (to include family members), resources, facilities, and critical information. Force Protection does not include actions to defeat the enemy or protect against accidents, weather, or disease."

JP 1-02, DOD Dictionary of Military and Associated Terms, 12 April 2001, as amended through 12 July 2007.

Force Protection

There is no more important responsibility than force protection. It is an inherent command responsibility and must be implemented into every unit's mission.

A commander must continually review his unit's force protection posture and crosswalk (references behind the guidance provided) it with current and changing policy and threat levels.

Force protection demands the personal involvement of commanders to ensure the best possible security consistent with the threat to personnel and mission-essential resources. Quote from: AR 525-13

FORCE PROTECTION

Senior Transportation Officer Qualification Course
Force Protection Measures

Force Protection Actions

There are several defensive and offensive actions that prevent hostile actions from becoming a potential threat.

All of the Force Protection actions listed below are led by the supported and supporting commanders:

- NBC or CBRN defense
- Antiterrorism programs and plans
- Collecting and sharing information that appears to be a potential threat
- Personal security measures
- Understanding the force protection requirements

Force Protection is achieved through the modified selection and application of active and passive measures. It includes actions in the air, land, maritime, and space.

The sharing of information concerning a potential risk or threat is critical in Force Protection operations.

All of the Force Protection actions are led by the supported and supporting commanders. This includes commanders from all levels.

FORCE PROTECTION

Senior Transportation Officer Qualification Course

Force Protection Measures

Forms of Force Protection

There are five forms of force protection. Depending on METT-TC, these forms can be used separately or in combination.

Passive Defense

This refers to protection and prevention of any potential threats by using items such as:

- Barriers
- Forts
- Camouflage uniforms
- Smoke screens
- Sand bags

Prevention

Being able to neutralize, anticipate or reduce any chance of a forthcoming attack by:

- Collecting and sharing information with all protective units
- Taking action to stop threats

Active Security

Conducting activities designed to detect, avert or destroy threats by:

- Patrolling hazardous areas
- Sharing information with protection units
- Directing security forces to the threat

Mitigation

Reducing the effects of an attack by:

- Assisting troops that have casualties
- Evacuating hazardous areas
- Replacing damaged protection barriers

Deterrence

The presence of well-trained, equipped and disciplined troops; always being alert of potential risks.

There are five forms of Force Protection: Deterrence, Prevention, Active Security, Passive Defense and Mitigation.

These forms can be used separately or in combination, depending on the situation.

FORCE PROTECTION

Senior Transportation Officer Qualification Course

Force Protection Measures

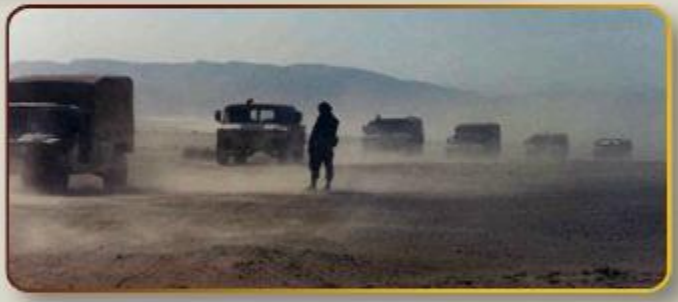
Commanders' Core Functions

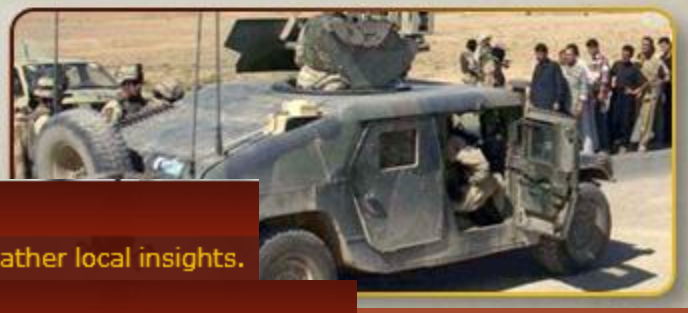
Inherent to command is the responsibility for the safety, security, and welfare of Soldiers, or in other words, their force protection.

Force Protection is not a passive program, it is about being proactive, constantly alert, and aware of our surroundings.

Commanders have the responsibility to perform these core functions:

- **Anticipate threat**
- **Mitigate vulnerabilities**
- **Engage to observe**
- **Engage to deter**
- **Prepare attack response**





Commanders must prepare to meet the challenge of terrorism as it impacts on their ability to accomplish the mission.

Effective application of intelligence resources will reduce the vulnerability of our forces.

The concept requires a sustainable intelligence program to detect, deter, and prevent terrorism through information superiority.

Anticipate threat

Identify terrorist options and scenarios; challenge assumptions.

Mitigate vulnerabilities

Establish protective measures, both procedural and physical.

Engage to observe

Establish reconnaissance; gather local insights.

Engage to deter

Calibrate random measures for maximum prevention.

Prepare attack response

Be prepared for the worst; rehearse, rehearse, rehearse.

FORCE PROTECTION

Senior Transportation Officer Qualification Course

Force Protection Measures

Assuring Force Protection

Commanders face many demands on their time and assets, but they must never sacrifice the safety of people, information and resources.

Assuring Force Protection should be every commander's goal. Leaders must ask themselves:

- Does my unit have a current threat and vulnerability asessment?
- Does my unit have antiterrorism and Force Protection regulations?
- Does my unit have a Force Protection officer?
- Does my unit have an antiterrorism plan?
- Does my unit have records of Force Protection training?
- Are we current on Level One Antiterrorism Awareness Training?

Assuring Force Protection should be every commander's goal. Leaders must ask themselves the following questions:

Does my unit have a current threat and vulnerability asessment?; Does my unit have antiterrorism and Force Protection regulations?; Does my unit have a Force Protection officer?; Does my unit have an antiterrorism plan?; Does my unit have records of Force Protection training?; Are we current on Level One Antiterrorism Awareness Training?

FORCE PROTECTION

Senior Transportation Officer Qualification Course
Force Protection Measures

Key Points

The following key points were discussed regarding Force Protection Measures:

KEY POINTS

- Definition of Force Protection
- Force Protection Actions
- Forms of Force Protection
- Assuring Force Protection

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FORCE PROTECTION

Senior Transportation Officer Qualification Course

Force Protection Measures

Quick Challenge

QUICK CHALLENGE

Identify a core function of Force Protection that a Commander has the responsibility to perform.

Select the best answer and then select Submit.

A. Anticipate threat

B. Mitigate associations

C. Engage to assess

D. Engage to determine

FORCE PROTECTION

Senior Transportation Officer Qualification Course
Force Protection Measures

Summary

In this lesson, you have learned about the Force Protection Measures to include:

- Definition of Force Protection
- Force Protection actions
- Forms of Force Protection
- Commander Core Functions
- Assuring Force Protection

In this lesson, you have learned about the definition of Force Protection; Force Protection actions; forms of Force Protection; Commander Core Functions; and assuring Force Protection.

FORCE PROTECTION

Senior Transportation Officer Qualification Course
Convoy Security and Survivability

Motivator

In this lesson, you will learn about Convoy Security and Survivability. All convoys conducted on today's modern asymmetrical battlefield are combat operations.

Knowing how to operate across an unpredictable, asymmetric, and non-contiguous battlefield requires a properly resourced, trained, and organized convoy organization that is able to respond in an operational environment that is not dependent on support from combat forces.

As a Senior Transportation Officer, your application of Force Protection tasks and capabilities will greatly reduce convoy disruption.

MOTIVATOR

In this lesson, you will learn about Convoy Security and Survivability.

Your professional development as Senior Transportation leaders requires you develop the skills and qualifications necessary to plan and conduct convoy defense operations.

FORCE PROTECTION

Senior Transportation Officer Qualification Course
Convoy Security and Survivability

Lead-in

LEAD-IN

The current operating tempo and the intense back-to-back deployment schedule that our forces experience are wearing down an entire generation of leaders.

Senior Transportation leaders must be ever on guard and instill in their Soldiers how important vigilence and observation are in any Force Protection operation.

No where is this more important than when a logistics convoy travels the MSR within a hostile environment.

You must be aware that the enemy is always watching U.S. and coalition forces movements, and assessing every moment of every day, looking for weakness or complacency.

The enemies of U.S. forces understand and respect the use of force. The threat they represent wants to kill Americans and are always looking for "soft" or easy targets to attack.

Complacency is the greatest threat to Soldiers.

FORCE PROTECTION

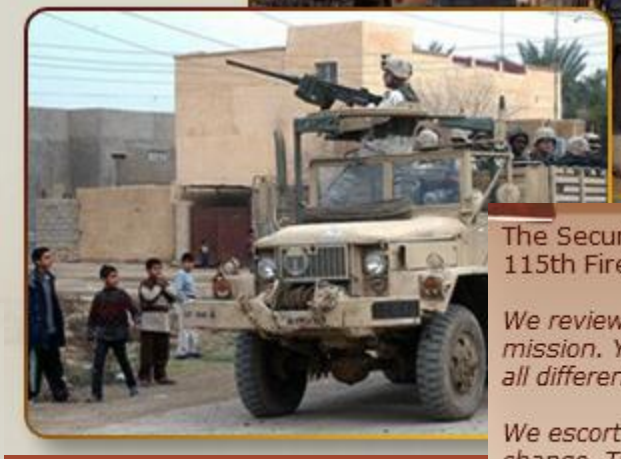
FORCE PROTECTION

Senior Transportation Officer Qualification Course
Convoy Security and Survivability

Avoid Complacency

Leaders can heighten Soldier awareness and avoid dangerous situations by encouraging them to adopt the following concepts into their preparation for convoy operations:

- Plan ahead: Thinking ahead allows choosing safer options and improves the possibility that Soldiers will be more alert during danger.
- Be anonymous: Don't be an easily identifiable target.
- Be aware: Look for suspicious persons and activities. Threats are not always obvious.
- Be unpredictable: Change routines, routes, times and speeds.
- Be consistent: Control access and maintain security.
- Be a team player: Cooperate with unit security measures and take care of fellow Soldiers.



Complacency is the greatest threat to Soldiers. Soft targets are predictable and oblivious to threat.

Soldiers who make themselves hard targets are aware of threat and adjust personal habits accordingly.

The Security Force and Convoy Security Components 115th Fires Brigade from Cheyenne, Wyoming

We review battle drills and have safety briefs before every mission. You learn from each mission because they are all different.

We escort different trucks, and the terrain and weather change. The training we do on our off time is to better us and will defeat complacency.

There's always something we are training on to better ourselves and stay prepared so that we can come home safe.

FORCE PROTECTION

Senior Transportation Officer Qualification Course
Convoy Security and Survivability

Troop Leading Procedures

Troop Leading Procedures (TLP) are used by a leader to prepare a unit for a mission, in conjunction with established unit SOP, and include the following:

- Receive the mission
- Assess the situation
- Issue the warning order
- Make a tentative plan
- Conduct reconnaissance
- Complete the plan
- Issue the operations order
- Conduct rehearsals
- Supervise the execution

Rehearsals are often considered the most critical step in convoy preparation.

Avail yourself of the map overlays, reports, and reconnaissance information available to you. Know what dangers await you and where they are most likely to be.

Troop Leading Procedures include: receive the mission; assess the situation; issue the warning order; make a tentative plan; conduct reconnaissance; complete the plan; issue the operations order; conduct rehearsals; and supervise the execution.

A tactical convoy is always a combat operation and not just going from Point A to Point B.

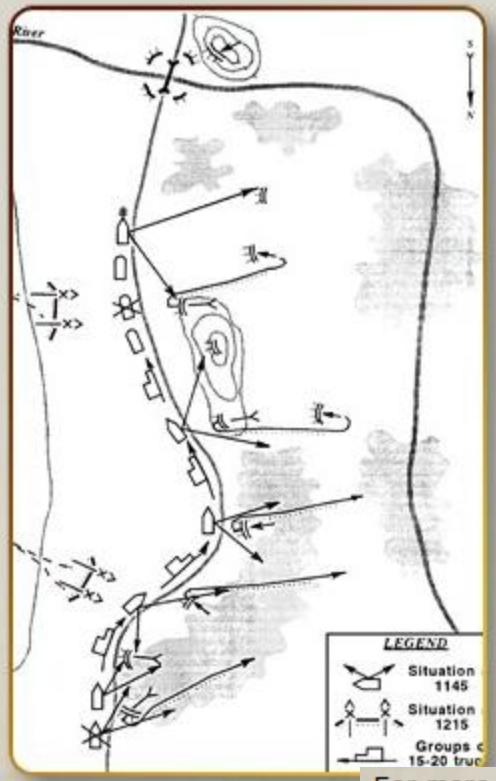
FORCE PROTECTION

Senior Transportation Officer Qualification Course
Convoy Security and Survivability

Convoy Planning

Any discussion of Convoy Security planning and tactial considerations must include:

- Pre-Combat Checks (PCC) and Pre-Combat Inspections (PCI), both vehicles and individual
- Situation and Convoy Mission Briefings
- Leader checklists
- Identification of Key Personnel/Teams/Crews
- Determination of supply and support requirements
- Communications coordination
- Route reconnaissance and clearance
- Convoy Plan/Order of March with strip map
- Method of movement
- Conduct Motor Movement (Execute)
- Defend Against Attack TTPs
- Consolidation and Reorganization
- React to Improvised Explosive Devices (IEDs)
- Review of reports



As Senior Transportation Officers, you are responsible for the welfare and safety of your transportation units, as you deploy them into a hostile, volatile, and high-risk environment.

TC-AIMS II provides a convoy-planning tool that the S3, S4, or Unit Movement Officer uses to develop convoy movement schedules for unit vehicles.

For more information on leader checklists and reports, refer to FM 4-01.45, Tactical Convoy Operations, Appendices C and D, January 2009.

Additional convoy organization, planning, and operations information can be found in FM 4-01.011, Unit Movement Operations, Appendix C, October 2002; and in FM 4-01.45, Tactical Convoy Operations, chapters one, two, and four, January 2009.

FORCE PROTECTION

Senior Transportation Officer Qualification Course
Convoy Security and Survivability

Review of Individual Soldier Convoy Skill Sets

All units that perform convoy operations require individual skill sets geared to convoy specific tasks. They include:

- Weapons familiarity/qualification
- First Aid or Combat Life Saver Training
- Driver Training
- Basic Navigation Training
- Basic Communications/Radio Operators Training/Visual Communications Training
- Special Teams Training (aid and litter teams, recovery teams, and landing zone teams for MEDEVAC)
- IED Awareness Training
- Rules of Engagement and Escalation of Force Training
- Vehicle Checkpoint (VCP) Operation

Senior Transportation Officers rely on every Soldier to perform basic tasks within a convoy environment.

FORCE PROTECTION

Senior Transportation Officer Qualification Course
Convoy Security and Survivability

Review of Collective Convoy Skill Sets

All units that perform convoy operations require collective skill sets geared to convoy specific tasks including:

- Immediate Action Drills, such as:
  - Downed driver
  - Downed gunner
  - Bailout
  - Rollover drills
- Situational Training Exercises such as:
  - Convoy Situational Training Exercises
  - Lane Training and Evaluation Outlines
- Convoy Live Fire
- Security Element

Assessment of unit collective training for convoy operations is an important step when planning unit standard operating procedures for tactical convoy operations.

Convoys will always have a security element that may come from an outside agency, such as military police or a detachment of infantry.

However, units should be prepared to provide their own security by training their own security elements.

FORCE PROTECTION

Senior Transportation Officer Qualification Course
Convoy Security and Survivability

Convoy Vehicle Staging

Planning and preparation for convoy operations includes a vehicle checklist:

- Completed equipment maintenance and inspection worksheet (DA Form 5988-E)
- Current dispatch and manuals, travel routes, and maps
- Check of weapons systems and equipment on board
- Hardening of vehicle based on nature of threat, material availability, weight factors, and trade-offs
- Blue Force Tracking (BFT) system preparations
- Actions On and special instructions list
- Communications check of all available systems (ranges, frequencies)
- Placement within the convoy (lead, main body, or trail)
- Secured cargo

A technique for large unit movements is to establish a marshalling area or assembly area inspection points.

As convoys are ready to depart, they proceed to the inspection point for final checks and driver briefings.

Do not assume that an up-armored vehicle that just rolled off the assembly line is ready for combat. Even vehicles with Level 1 (factory installed) armor may need additional protection.

Always consider METT-TC in determining whether a vehicle should be hardened, and how it should be hardened.

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Convoy Security and Survivability

Route Security

The security of routes and LOCs, whether rail, pipeline, highway, or waterway, presents one of the greatest security problems in an echelon's rear area.

Route security operations are defensive in nature and are terrain oriented.

A route security force prevents an enemy force from impeding, harassing, or destroying traffic along the route or portions of the route itself.

Units performing missions that require the habitual use of LOCs, such as MP, transportation, supply, and service units, can perform route security operations in conjunction with their primary activities.

The echelon rear area commander can employ the following techniques to provide route security:

- Passive security
- Route reconnaissance
- Cordon security
- Combat security

Route security operations are a specialized kind of area security operations conducted to protect lines of communication and friendly forces moving along them.

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Convoy Security and Survivability

Employing a system that incorporates the Convoy Battle Rhythm concept will include:

- A Fusion meeting
- The convoy brief the night before
- The Start point minus 2 hours Convoy linkup
- The Go/No-go back brief staff to ensure conditions were set
- The pre and post operations vehicle quality assurance and quality control process to ensure vehicles are roadworthy every day.

This system allows for everyone to receive the latest, significant actions across the operating environment, the current threats, and sets our Soldiers up for success.

Example of Convoy Battle Rhythm

Day Prior		
1300 hours	Fusion meeting	Layout mission requirements and lock in SP time and destinations.
1900 hours	Convoy brief	Brief mission routes, timeline, threats, significant acts, and rehearsals.

Day of Execution		
SP -2 hours	Convoy linkup	Assistant convoy commander conducts radio checks and PCCs and PCIs.
SP -1.5 hours	Go/No-go brief	Mission commander and convoy commander back brief staff on the day's mission and receive updated opinions and intelligence.
SP 0.5 hours	Convoy update brief	Commander briefs the logistics convoy to include opinions and intelligence updates.
SP +0.5 hours	Convoy debrief	Support operations S2/3 representatives identify issues and concerns.

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Convoy Security and Survivability

Key Points

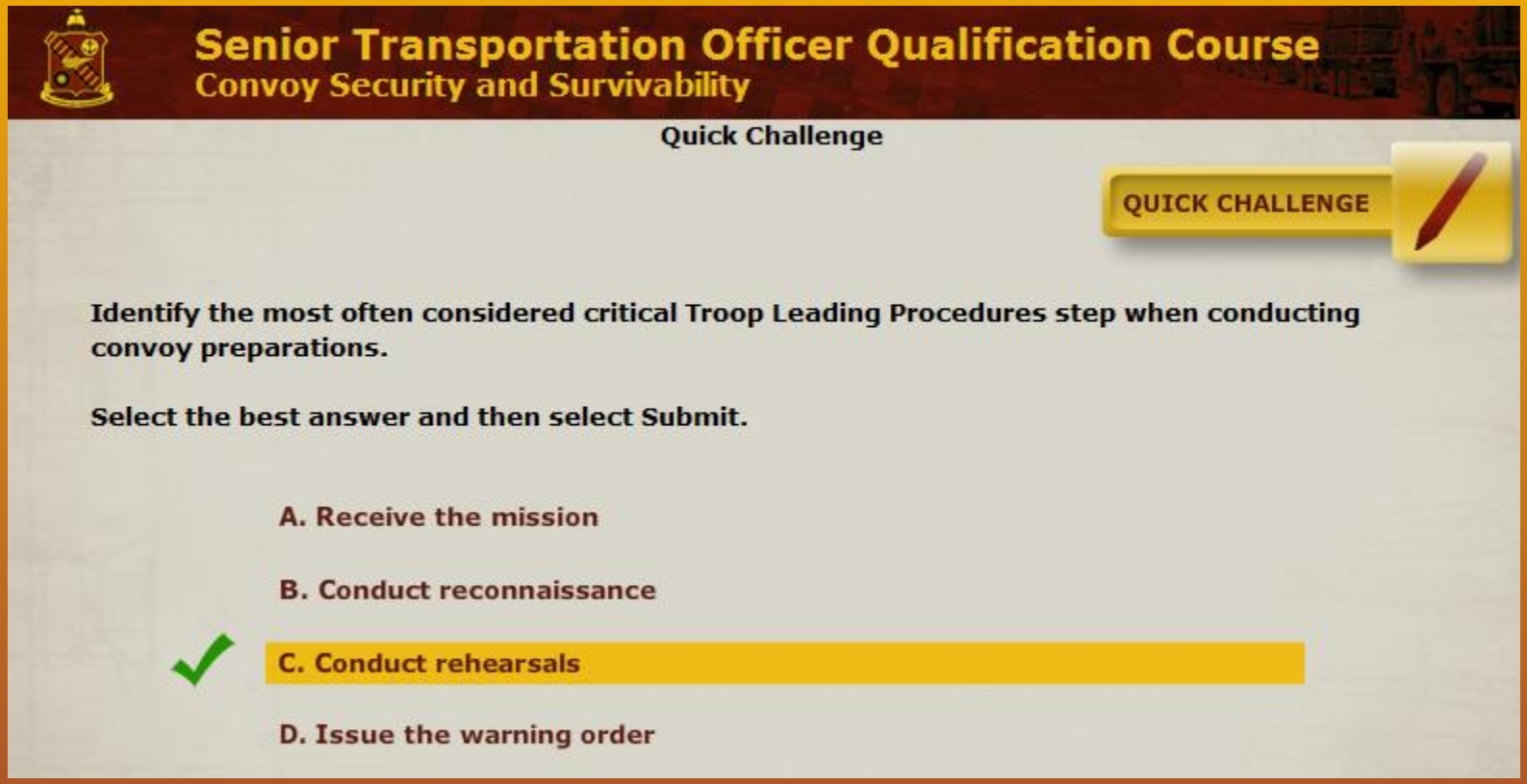
The following key points on Convoy Security were discussed:

- Complacency
- Troop Leading Procedures
- Convoy Planning
- Convoy Skill Sets
- Vehicle Staging
- Route Security
- Convoy Battle Rhythm

KEY POINTS

The following key points on Convoy Security were discussed: Complacency; Troop Leading Procedures; Convoy Planning; Convoy Skill Sets; Vehicle Staging; Route Security; and Convoy Battle Rhythm.

FORCE PROTECTION



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Convoy Security and Survivability

Quick Challenge

QUICK CHALLENGE

A _____ force prevents an enemy force from impeding, harassing, or destroying traffic along the route or portions of the route itself.

Selct the best answer and then select Submit.

A. cordon security

✓ B. route security

C. combat security

D. passive security

FORCE PROTECTION

FORCE PROTECTION

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Convoy Security and Survivability

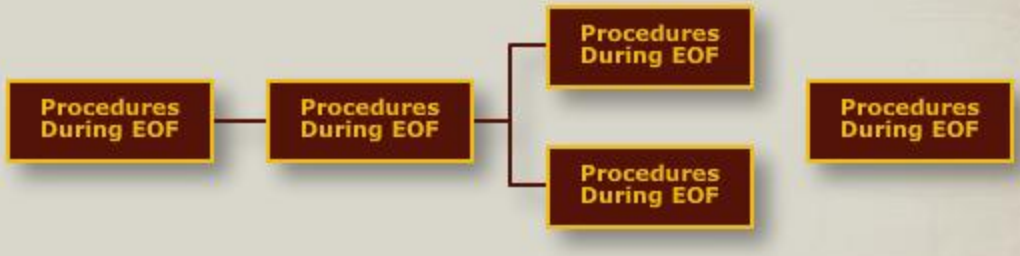
Rules of Engagement and Escalation of Force

One of the main enemy tactics on the nonlinear battlefield is to target soft targets, lines of communication, and supplies.

To defend each convoy, units must be familiar with the Rules of Engagement (ROE) and Escalation of Force (EOF)/continuum of force procedures.

Escalation of Force (EOF) is a procedure that directs Soldiers through threatening situatons and designed to neutralize threats with the least amount of force possible.

Senior Transportation Officers must ensure convoy commanders have briefed all Soldiers on the ROE and EOF procedures prior to convoy departure.



The Rules of Engagement and Escalation of Force procedures are used in concert with each other in threatening conditions because the severity of the threat level may change at any moment.

In addition to Rules of Engagement, units always retain the inherent right of self defense.

Escalation of Force

Directives issued by competent military authority that delineate the circumstances and limitations under which United States forces will initiate and/or continue combat engagement with other forces encountered.

FORCE PROTECTION

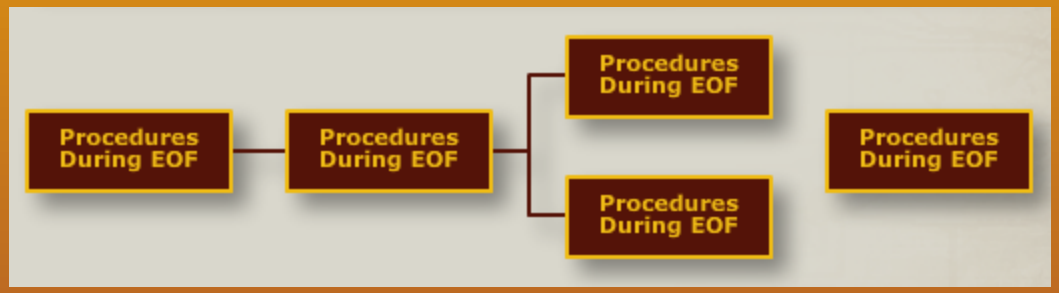
Discharge of Weapon

The incident occurs resulting in discharge of a weapon:

- Determine if death, injury or propery damage has occured
- Secure the site
- Render first aid
- Request civilian ambulance or conduct MedEvac

Condolence

Take information for claim submission.



Escalation of Force

Directives issued by competent military authority that delineate the circumstances and limitations under which United States forces will initiate and/or continue combat engagement with other forces encountered.

Procedures During EOF

If time and circumstance permit:

- Shout warnings to stop, and use horn, lights, flag, etc.
- Show weapon and/or demonstrate intent to use
- Shove, restrain or detain threat, or fire a warning shot
- Shoot to eliminate threat

Note: For deadly force threats, you do not have to go through each step.

Report

Leaders report 5Ws to HQs law contact SOP.

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Convoy Security and Survivability

Special Instructions

Special Instructions are mission specific guidance for convoy movements, based on METT-TC considerations, Pre-Combat Checks (PCCs) and Pre-Combat Inspections (PCIs) guidance, rehearsal evaluations, or additional tasks to be performed for extraordinary situations.

Some examples of special instructions include:

- Convoy vehicle speeds (catch-up speed)
- Convoy Stop procedures (Immediate Halt)
- Low wires (possible antenna lowering)
- Positive relations (maintaining good public relations with local nationals, press, and coalition forces)
- HAZMAT and environmental considerations

Special Instructions can cover general guidelines to mission-specific or METT-TC driven concerns during the course of a convoy movement.

FORCE PROTECTION

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Convoy Security and Survivability

Survivability Considerations

Survivability is the ability to combine systems, tactics, operations and processes that afford optimum protection to deployed Joint Forces.

Convoy Survivability considerations include supervision of:

- Threat Identification
- Vehicle Hardening
- Convoy Planning
- Motor Movement Execution
- Defend Against Attack
- Conduct Consolidation and Reorganization
- Release Point Actions
- React to IEDs
- Guntrucks
  - Purpose and Function
  - Crew Duties
  - Equipment
  - Deployment Principles
- Negotiate Critical Points

As a Senior Transportation Officer, supervision of Convoy Operations will require your understanding of the duties and responsibilities of a Convoy Commander.

The next few screens will discuss these Convoy Operation considerations and procedures that foster as safe a Force Protection posture as possible within a hostile environment.

FORCE PROTECTION

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Convoy Security and Survivability

Threat Identification

The threat within the Operational Environment is divided into three elements:

- al Qaida and affiliated terrorist organizations (religious ideaology and political goals)
- Criminal activity (kidnappings, bombings, and drug trafficking for money)
- Tertiary: local nationals (civilians with real or perceived grievances)

It is not a country we fight, but a conglomerate of terrorists, sometimes poorly and loosely organized, and sometimes highly efficient, working within a well-organized network.

Today's Operational Environment presents many challenges to the Senior Transportation Officer when discussing Force Protection and Convoy Operations.

Knowledge of the duties and responsibilities of the Convoy Commander is required to provide supervision from senior leaders in the transportation community.

Grievances that are justified or perceived created the threat that U.S. and Coalition forces face, comprising a complex mix of ideology, cultural differences, and political goals wrapped into a militant terrorist organization.

The convoy is the enemy's target of choice.

FORCE PROTECTION

THREAT

The threat includes:

- Radical groups pushing for religious and cultural purity, or political gain.
- Unconventional, irregular forces that are not easily identified; blends in with the civilian population.
- Loose system of leadership as there is generally no unifying commander.
- Criminal activities for money.
- Civilian unrest at U.S. presence.

TACTICS

The enemy tactics:

- Focuses on soft targets, especially convoys.
- Attacks with improvised explosive devices (IED), small arms, rocket-propelled grenades (RPG), mortars, or any combination thereof.
- Avoids sustained contact; adopts a hit-and-run posture.
- Constantly monitors movements of troops, vehicles, and equipment.
- Constantly adapts and improves his tactics, techniques, and procedures (TTPs); avoids targets that appear to be well-organized and heavily defended.
- Uses Islamic symbolism to motivate the call to arms.

GOALS

The enemy's goals are:

- Establish a world-wide Fascist Islamic state, forcing the world's population to convert to Islam under threat of death.
- Wants to kill Americans, impede movement, and force withdrawal.
- Fights first for Islam and any nationalistic loyalty is secondary to one's dedication to Allah.
- Demoralize U.S. Soldiers and the American public.
- Dissuade third country nationals and contractors from working for or with the U.S.
- Turn public opinion in the U.S. and elsewhere in the world against the war, creating political pressure to abandon the war effort.

FORCE PROTECTION

Senior Transportation Officer Qualification Course

Convoy Security and Survivability

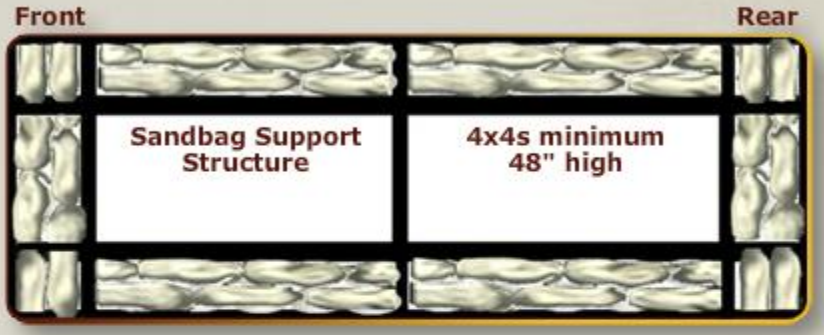
Convoy Commanders must ensure vehicles are hardened by applying armor plating, ballistic glass, and other protective devices, making them less vulnerable to the effects of explosives and small arms fire.

There are three levels of vehicle hardening:

- Level 1: Factory-built armored vehicles
- Level 2: After market armor add-on kits installed at the unit level
- Level 3: Locally designed and manufactured armor

Whatever the level of hardening, it is imperative that it be tested for effectiveness.

Vehicle Hardening



There are three levels of vehicle hardening: Level 1: Factory-built armored vehicles; Level 2: After market armor add-on kits installed at the unit level; and Level 3: Locally designed and manufactured armor.

Although hardening may serve to protect certain vehicle components and cargo, its primary purpose is to protect the occupants.

The protection afforded by hardening is significant, and often means the difference between life and death.

FORCE PROTECTION

HARDENING

Hardening factors include:

- The nature of the threat (enemy and weapon capabilities)
- Flexibility (cargo and personnel)
- Availability (armor add-ons, ballistic glass, and sandbags, etc.)
- Weight (effects on speed, mobility, and cargo capacity)
- Maintenance (extra wear on components)
- Trade-offs (cargo capacity, center of gravity issues, and visibility)

Warning

Caution must be exercised to ensure that the sandbags do not exceed the vehicle's weight capacity. The mission, coupled with the enemy threat, must determine the extent of hardening (single or double layer of sandbags). The bottom line is to ensure Soldier safety.

HARDENED

Hardened areas include:

- Vehicle Cab shielded from oblique angles of explosive force (IEDs)
- Doors and fenders
- Floorboards (steel plates and sandbags against mines)
- Windshield and windows (Level 2 and 3 armor, ballastic glass)
- Cargo bed (when carrying passengers)

Caution

Do not assume that Level 1 or Level 2 armor is in itself without flaws or weaknesses. Most Level 1 and Level 2 armor is supplemented to some extent with Level 3 armor.

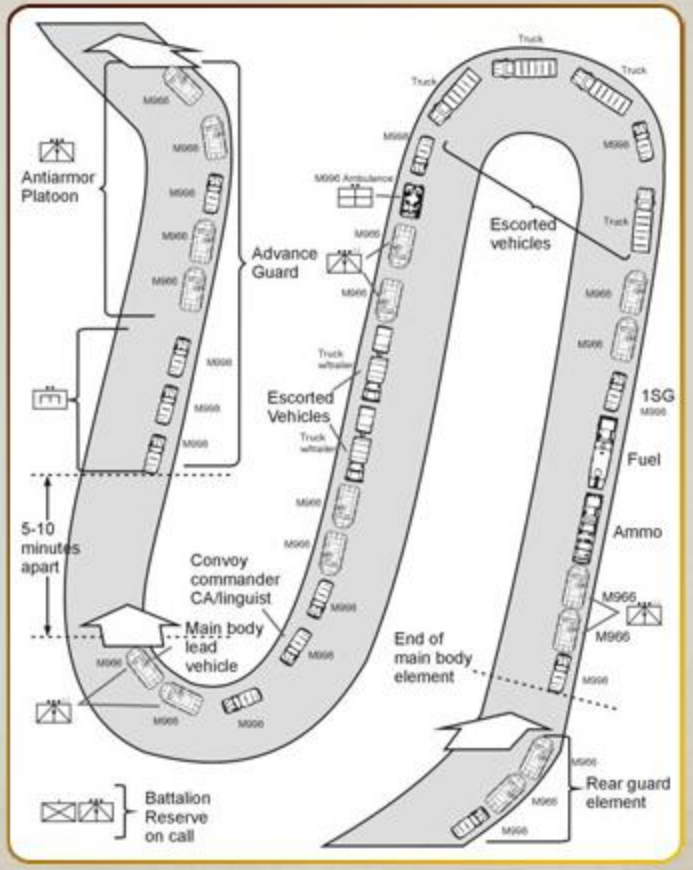
FORCE PROTECTION

Senior Transportation Officer Qualification Course
Convoy Security and Survivability

Convoy Planning and Preparation

A Senior Transportation Officer in a supervisory role must be familiar with these Convoy Commander responsibilities that are critical elements of the planning process:

- Follow Troop Leading Procedures (TLPs) previously discussed
- Determine Supply and Support Requirements based on METT-TC
- Coordinate Communications and Navigation assets
- Conduct Route Reconnaissance (Map, Aerial, and Ground)
- Gather Intelligence updates
- Obtain Route Clearance (Map, Aerial, and Ground)
- Prepare Maps/Strip Maps/Overlays
- Plan Convoy Organization (size and formation based on road type)
- Prepare the Convoy Briefing (Operations Order)



A successful convoy must be carefully planned. Supervisory officers will need to review all planning and preparation documents.

FORCE PROTECTION

TLPs

Troop Leading Procedures are:

- Receive the mission
- Assess the situation
- Issue the warning order
- Make a tentative plan
- Conduct reconnaissance
- Complete the plan
- Issue the operations order
- Conduct rehearsals
- Supervise the execution

OPORD

The Operations Order addresses:

- Situation (friendly forces and enemy)
- Mission (WHO, WHAT, WHERE, WHEN, WHY)
- Execution
- Service support
- Command and Signal
- Safety
- Environmental protection

OPORD

Caution

Formations are only as effective as road conditions and the skills of the drivers allow. An undisciplined formation greatly increases the risk of collisions, rollovers, and enemy attack.

FORCE PROTECTION

Senior Transportation Officer Qualification Course
Convoy Security and Survivability

Motor Movement Execution

As the Convoy Commander and subordinates plan the convoy, unit Soldiers prepare at their respective levels.

Supervisors must ensure all actions within the OPORD have been completed.

These final preparations include:

- Maintenance on vehicles, weapons, and equipment performed and documented
- Training (Collective and Individual)
- Rehearsals (Crew and Battle drills evaluated and corrections implemented)
- Supply (All classes addressed)
- Pre-combat Checks (Individual Soldiers equipment complete and serviceable)
- Pre-combat Inspections (Spot checks by leadership)
- Rest (Ensure this is scheduled)
- Convoy Briefing (Back brief)
- Strip Maps (Issue to all drivers)
- Start Point (On time and prepared to move)

Observe that Convoy Commanders follow their Operation Plan and various check lists to ensure that all actions are complete.

As senior leadership, spot checking is advisable.

FORCE PROTECTION

Senior Transportation Officer Qualification Course
Convoy Security and Survivability

Situational Awareness

As a Senior Transportation Officer, you rarely travel in the convoy to ensure everyone maintains situational awareness.

You can only instill this concept within all Soldiers as part of your leadership by example.

The Convoy Commander will emphasize both Situational Awareness (SA) and Situational Understanding (SU) to the unit by insisting that all convoy members:

- Be aware of the environment. Both the population and inanimate objects around you can be deadly.
- Maintain an intimidating, yet professional appearance.
- Be aware of the capabilities and limitations of your equipment.
- See and note also what is not there that should be there.
- Factor in the local cultural norms.

FORCE PROTECTION

UNIT

Within the convoy:

- All drivers and assistant maintain overlapping sectors of scan
- Keep close watch on the trail element
- Make weapons movement obvious and deliberate
- Train crew-served weapons in direction of perceived threats
- Require all personnel to wear helmets, body armor, eye protection, and hearing protection at all times
- Maintain an intimidating, yet professional appearance

ROUTE

Watch for:

- Abandoned or broken down vehicles or foreign objects
- Sudden activity as convoy approaches or suspicious movement on overpasses
- Presence of media crew or persons with video cameras
- Local nationals dispersing or disappearing
- Suspicious movement in upper floor windows
- Animal-drawn carts or wagons
- Fresh concrete or signs of tampering
- Exposed wires or objects attached to the backsides of guardrails

ROUTE

Caution

In addition to enemy activity, convoy personnel should also be aware of common road hazards and potential rollover hazards. Potholes, soft shoulders, ditches, irrigation canals, river banks, and excessive speed are just as serious a threat.

An unlikely killer in Theater is water, where vehicles have rolled over into canals and the occupants drowned before they could get out.

FORCE PROTECTION

Senior Transportation Officer Qualification Course
Convoy Security and Survivability

Defend Against Attack

When a convoy does come under an attack, the Convoy Commander would perform the following actions:

- Receive spot report of attack type (IED, Ambush, Sniper, Indirect, CBRN, Air, or Kidnapping) and warn follow-on elements
- Direct use of pyrotechnics and other signal devices
- Direct gun trucks to return fire and suppress enemy fire until the threat is neutralized or contact broken
- Determine map location of ambush
- Call in artillery, combat aviation, or maneuver support
- Order hasty recovery of disabled vehicles and Casualty Evacuation (CASEVAC) to the rally point
- Provide Situation Report (SITREP) and instructions to follow-on elements
- Transmit Size, Activity, Location, Unit/Uniform, Time, and Equipment (SALUTE) and SITREP to higher headquarters
- Proceed to the rally point

The Convoy Commander maintains movement when ambushed, or takes appropriate actions to defend the tactical convoy when forced to stop; takes appropriate actions when attacked by sniper, indirect fire, air, or CBRN, preventing damage or injury to personnel, vehicles, cargo, and equipment.

For more information on defensive tactics and IED identification, refer to FM 4-01.45, Tactical Convoy Operations, Chapter III, January 2009.

FORCE PROTECTION

Senior Transportation Officer Qualification Course
Convoy Security and Survivability

Key Points

The following key points on Convoy Survivability were discussed:

- Rules of Engagement and Escalation of Force
- Special Instructions
- Survivability Considerations
- Threat Identification
- Vehicle Hardening
- Convoy Preparation
- Motor Movement Execution
- Situational Awareness
- Defend Against Attack

The following key points on Convoy Survivability were discussed: Rules of Engagement and Escalation of Force; Special Instructions; Survivability Considerations; Threat Identification; Vehicle Hardening; Convoy Preparation; Motor Movement Execution; Situational Awareness; and Defend Against Attack.

KEY POINTS

FORCE PROTECTION

Senior Transportation Officer Qualification Course
Convoy Security and Survivability

Quick Challenge

QUICK CHALLENGE

Maintaining positive relations with local nationals, press, and allied coalition forces is an example of _____, notated within a Warning Order.

Select the Next arrow to continue.

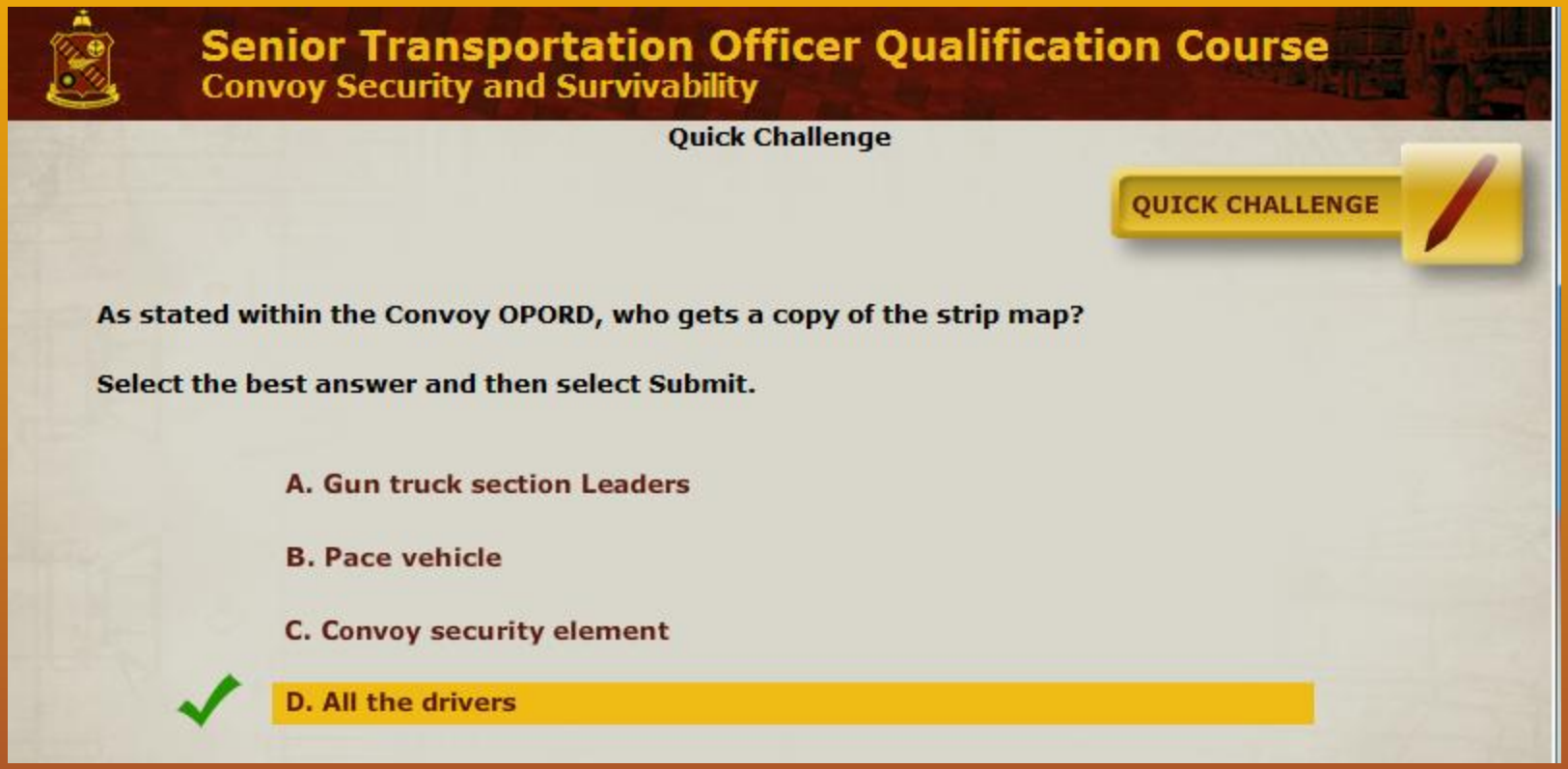
A. risk mitigation

✓ B. special instructions

C. ACE report

D. a cultural interaction matrix

FORCE PROTECTION



FORCE PROTECTION

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Convoy Security and Survivability

Conduct Consolidation and Reorganization

As a Senior Transportation Officer responsible for supervision of Convoy Commanders, you must be aware of the procedures required upon breaking contact after an attack.

They include:

- Move from the Contact Zone to the Rally Point
- Conduct Casualty treatment and Evacuation
- Conduct Vehicle Recovery and Battle Damage Assessment and Repair (BDAR)
- Redistribute Ammunition
- Inspect Equipment
- Submit Follow-up SITREP to Higher Headquarters
- Continue the Mission

Consolidation and Reorganization is the process through which the Convoy Commander evaluates losses, treats and evacuates wounded, conducts hasty repairs, consolidates and redistributes assets, and prepares to continue the mission.

FORCE PROTECTION

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Convoy Security and Survivability

Release Point Actions

As a Senior Transportation Officer responsible for supervision of Convoy Commanders, you must be aware of the procedures required upon arrival at the Release Point.

They include:

- Be prepared for an attack
- Coordinate RP security/medical support for ambulatory patients
- Report arrival/status to higher headquarters (SITREP)
- Coordinate disposition of Killed in Action (KIAs)
- Direct off-loading of cargo
- Coordinate mess and billeting, repair or disposal of damaged vehicles, and re-issue of ammunition, rations, and supplies
- Prepare order and briefing for return convoy
- Direct upload of return trip cargo
- Debrief the S2 element and gather data for the return trip
- Prepare commander's report

REPORT

Provide higher headquarters with the following information:

- The amount of cargo (short tons) hauled
- Number and type of task vehicles
- Number of control vehicles
- The number of personnel who participated (the commander's report may be accompanied by a convoy manifest)
- Spot times, departure/arrival times, etc.

The convoy commander's report provides the headquarters staff with statistical and historical data that is vital for a number of reasons, including obtaining resources for future missions.

Crossing the Release Point does not mean that the convoy mission is over. There is still much to do before convoy personnel can sleep.

These tasks are to be completed within 12 hours of arrival at the Release Point.

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Convoy Security and Survivability

React to Improvised Explosive Devices

Convoy Commanders are aware that **IEDs** often initiate an ambush. Convoy personnel should always expect an ambush to immediately follow an IED attack.

To avoid further convoy disruption and casualties, the Convoy Commander ensures that convoy personnel:

- Scan the road and surrounding area
- Identify IEDs before they can do damage and maintain standoff distance once identified
- Avoid and react to suspected IEDs
- React to IED Attack (may have a CBRN capability)
- React to Vehicle Borne IED (VBIED)
- React to Person Borne IED (PBIED)
- Employ CREW systems
- Maintain situational awareness and a vigilant security posture

Over 50 percent of the casualties in the Operational Environment are the result of IEDs. However, with proper training and equipment, the IED can be defeated.

FORCE PROTECTION

IEDs

Those devices placed or fabricated in an improvised manner incorporating destructive, lethal, noxious, pyrotechnic, or incendiary chemicals, designed to destroy, disfigure, distract, or harass.

They may incorporate military stores, or may be devised using non-military components.

Characteristics

Characteristics of IED's:

- Command detonated, victim actuated, or timed
- May incorporate either military ordnance or non-military components
- Can be daisy chained-one or both sides of the road
- Can be disguised as virtually anything
- Can be easily concealed
- Can be dropped from overpasses
- May be carried by anyone
- May be left in the open to channel convoy traffic into ambush or other hazards

Enemy TTPs

Enemy tactics, techniques, and procedures may include IEDs hidden within, attached to, or under:

- Dead animals
- Concrete
- Trash
- Tires
- Broken down, parked, or abandoned vehicles
- Culverts
- Guardrail emplacements
- Trees, power and light poles
- Traffic cones
- Overpasses
- Fresh asphalt disquised as potholes

FORCE PROTECTION

Senior Transportation Officer Qualification Course
Convoy Security and Survivability

Gun Trucks

During the Vietnam War, emphasis in convoy defense shifted from the use of escort forces to self defense. In this conflict, the 8th Transportation Group developed the fabled gun truck.

These colorful, heavily-armed vehicles were dedicated weapons platforms with the primary purpose of deterring and defending against ambush.

Today HMMWV's, larger HEMTTs, and 5-ton trucks serve as gun truck platforms offering:

- Better survivability
- A more stable weapons platform
- A higher vantage point
- Ability to push disabled vehicles out of the way
- Increased power and fewer refueling

Since the Vietnam War, convoy self defense has been provided by gun trucks of one sort or another.

The present operational environment has sparked the development of dedicated armored vehicles with fully protected turrets and machine guns designed to intimidate, prevent ambush, and kill the enemy.

FORCE PROTECTION

Functions

Gun trucks function as:

- Ambush deterrence (aggressive yet disciplined posture)
- Ambush defense and aggressively suppress enemy fire, and either destroy the enemy or force him to break contact
- Control vehicles
- Forward Security Element (FSE) (never deploy a lone gun truck as an FSE)
- Rear security
- Perimeter security during halts
- Electronic security (CREW)
- Evacuation of wounded from the kill zone
- Security for disabled vehicles

Responsibilities

The gun truck commander/section leader have specific responsibilities during:

- Convoy Preparation (Organize crews, conduct rehearsals and pre-combat inspections)
- Convoy Execution (Maintain a position of intimidation and aggressiveness)
- At the Halt (Positions gun trucks for maximum convoy security)

FORCE PROTECTION

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Convoy Security and Survivability

Negotiate Critical Points

Convoy Commanders must negotiate Critical Points without breaks in the convoy, infiltration by civilian vehicles, or accidents.

Critical Points present unique challenges to convoy movement and emcompass:

- Choke Points
- Interections
- Multi-lane highways
- Overpasses
- Traffic Circles

Choke Points are narrow areas in the road, usually congested, that can inhibit or interrupt the convoy's movement and security.

Examples of Choke Points include:

- Narrow bridges
- Tunnels
- Congested intersections

Critical Points are easily recognizable points along the convoy route where it may become difficult to control the convoy.

Critical Points include intersections, bridges, and tunnels, where the convoy will have to proceed slowly or can easily be channeled, infiltrated, halted, or interrupted.

FORCE PROTECTION

Senior Transportation Officer Qualification Course
Convoy Security and Survivability

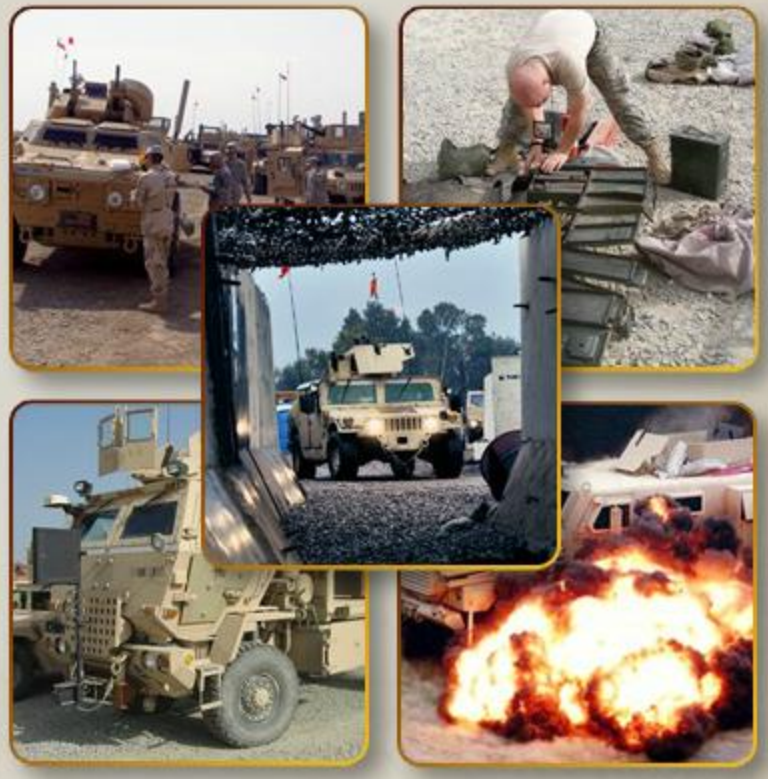
Key Points

The following key points on Convoy Survivability were discussed:

- Consolidation and Reorganization
- Release Point Actions
- React to IEDs
- Gun Trucks
- Critical Points

The following key points on Convoy Survivability were discussed: Consolidation and Reorganization; Release Point Actions; React to IEDs; Gun Trucks; and Critical Points.

KEY POINTS



FORCE PROTECTION

Senior Transportation Officer Qualification Course
Convoy Security and Survivability

Quick Challenge

QUICK CHALLENGE

Upon breaking contact after an attack, the Convoy Commander ensures that _____.

Select the best answer and then select Submit.

A. convoy drivers inspect their vehicles for damage

B. all vehicles avoid Choke Points

C. casualties are treated and evacuated

D. completes an initial inventory of ammunition

FORCE PROTECTION

Senior Transportation Officer Qualification Course
Convoy Security and Survivability

Quick Challenge

QUICK CHALLENGE

Immediately after an IED attack, Convoy Commanders are aware that IEDs often initiate_____.

Select the best answer and then select Submit.

A. an ambush

B. an enemy retreat into hiding

C. rapid security reenforcements

D. speed up of the convoy to avoid additional IEDs

FORCE PROTECTION

FORCE PROTECTION

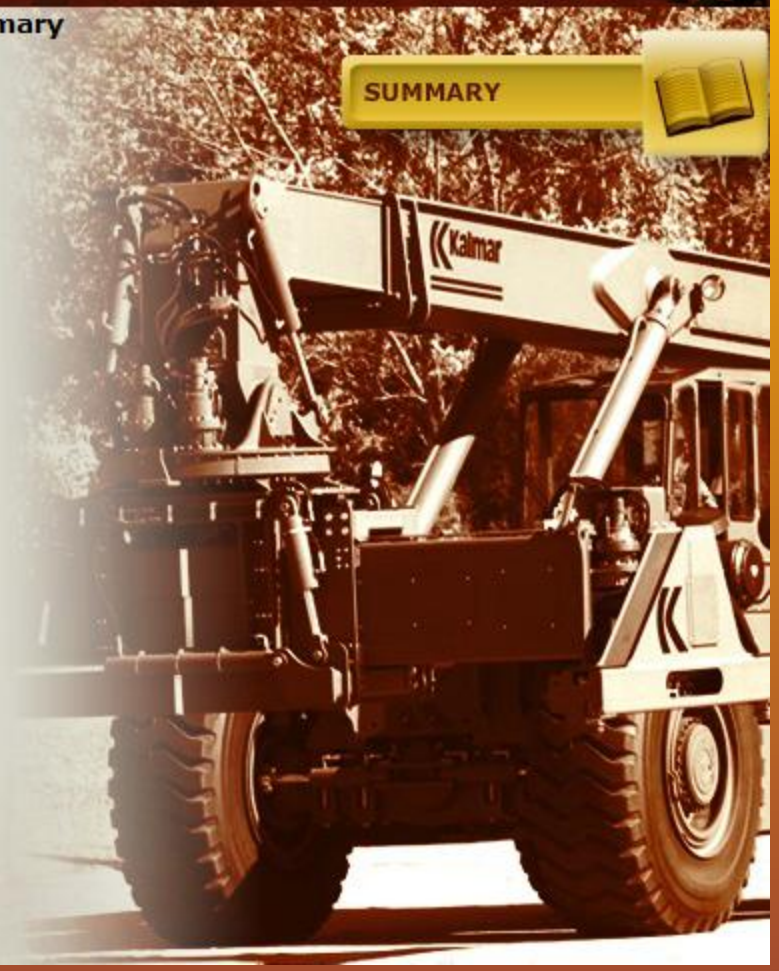
Senior Transportation Officer Qualification Course
Convoy Security and Survivability

Summary

In this lesson, you have learned that Convoy Commanders have many Convoy Security and Survivabilty considerations, procedures, and knowledge that are part of Convoy Operations.

As a Senior Transportation Officer in a supervisory role, you must ensure the Convoy Commander performs:

- Troop Leading Procedures
- Convoy Planning and Preparation
- Review of Individual and Collective Skill Sets
- Vehicle Staging and Route Security
- Threat Identification and Situational Awareness
- Motor Movement Execution and Defense Against Attack
- Vehicle Hardening and Consolidation and Reorganization
- Release Points Actions and Critical Point Negotiation
- Supervision of Gun Trucks and Unit Reactions to IEDs



In this lesson, you have learned that Convoy Commanders have many Convoy Security and Survivability considerations, procedures, and knowledge that are part of Convoy Operations, including Troop Leading Procedures; Convoy Planning and Preparation; Review of Individual and Collective Skill Sets; Vehicle Staging and Route Security; Threat Identification and Situational Awareness; Motor Movement Execution and Defense Against Attack; Vehicle Hardening and Consolidation and Reorganization; Release Points Actions and Critical Point Negotiation; and Supervision of Gun Trucks and Unit Reactions to IEDs.

Good luck on the assessment