

C.2.4 Searching a sequence of rooms - several rooms in a row

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Photo 2.25 Door opens inward



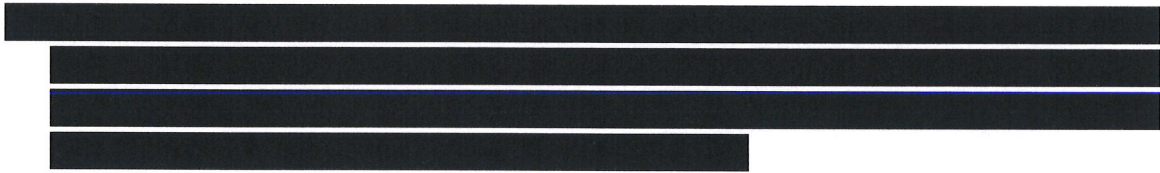
Photo 2.26 Door opening - parallel sectors



Photo 2.27 Sector check.



Photo 2.28 Entering a room



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Photo 2.29 Door opens inward.



Photo 2.30 Door opening - cross split sectors



Photo 2.31 Sector check



Photo 2.32 Entering the room



Photo 2.33 Door opens outward.

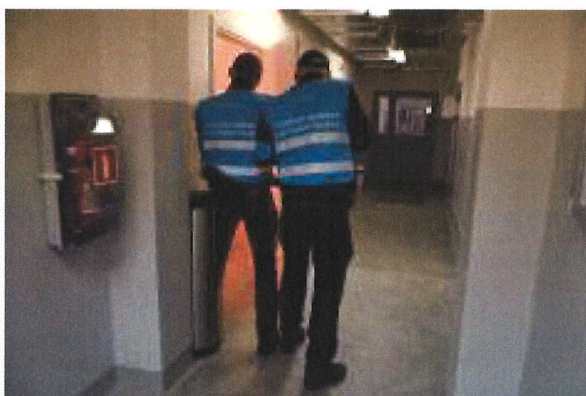


Photo 2.34 Door opening - parallel sectors



Photo 2.35 Sector check

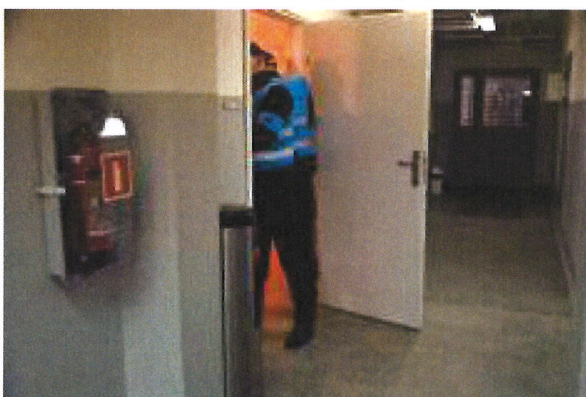


Photo 2.36 Entering the room

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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Photo 2.37 Door opens outward sectors



Photo 2.38 Door opening - cross split



Photo 2.39 Sector check



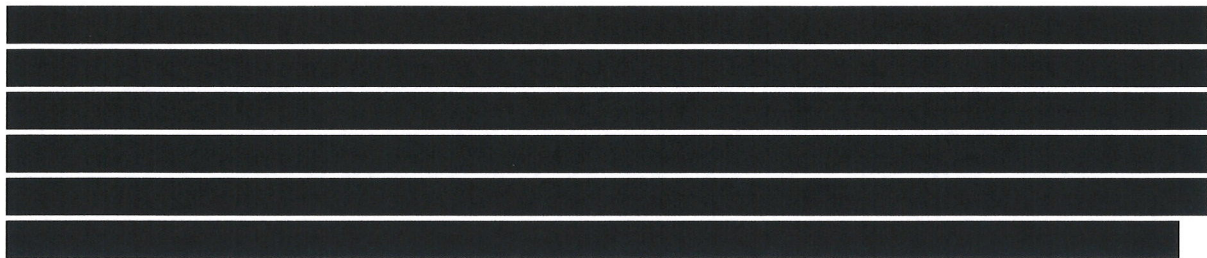
Photo 2.40 Entering the room



Photo 2.41 Half-open door blocking



Photo 2.42 Blocking against sudden opening



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In addition, subliminal action may affect decision making. In the subliminal perception process, information is received without being aware of it and decisions are made without conscious thought. This applies to visual or auditory stimuli that are too short in duration to be consciously recorded (in the case of visual perception, stimuli lasting less than 0.05 seconds) or are hidden among other stimuli that are felt more clearly.

Training with procedures and developed models of behaviour can minimise the risk of uncontrolled reactions by officers. **Multiple repetition of the entire procedure (from entry to exit) without division into individual sequences (stages) significantly increases the effectiveness of training.** In addition, it is reasonable to provide the training participants with detailed characteristics of this process. **The trainer should prepare the assumptions for the scenario: tasks of searching rooms in an escalation model (from simple procedures to acting under stress).**

C.2.5 Moving in corridors

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[REDACTED]

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Photo 2.43 Checking `s sectors of a corridor



Photo 2.44 360-degree tactics - both directions of movement

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[REDACTED]

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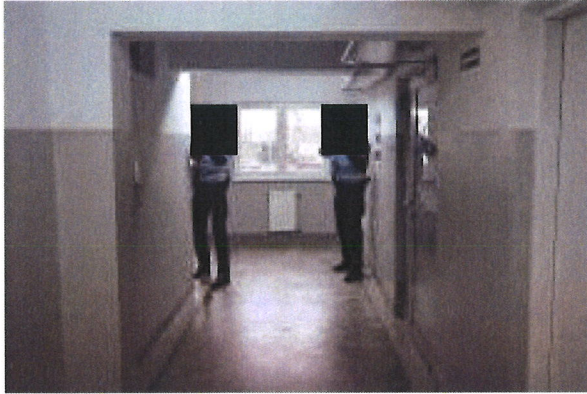


Photo 2.45 Moving on two sides of a corridor.

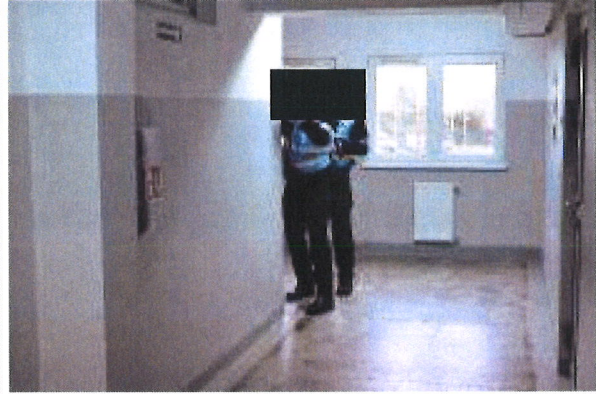


Photo 2.46 Moving on one side of a corridor.

[REDACTED]

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The procedures change significantly depending on the reason for entering the building. The trainer should pay special attention to the differences between pursuit and search activities, as well as dealing with terrorist threats.

C.2.6 Moving up a staircase

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[REDACTED]

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Photo 2.47 Moving up the stairs in shifts

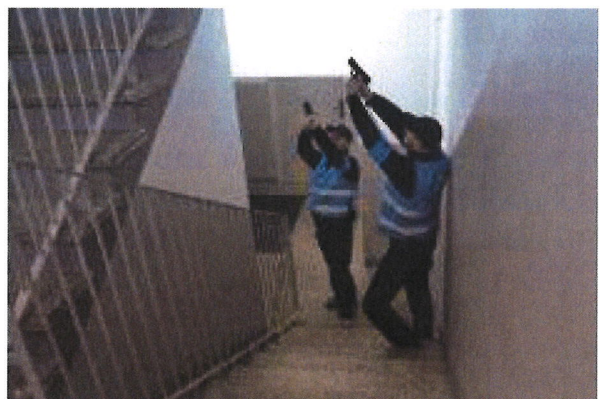


Photo 2.48 Moving up the stairs in shifts



Photo 2.49 Moving up the stairs in shifts

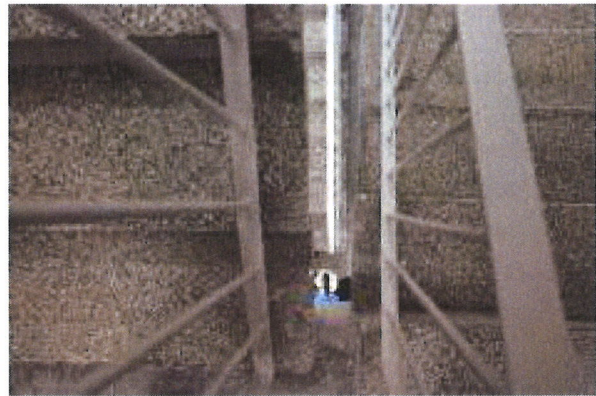


Photo 2.50 Moving up the stairs in shifts



Photo 2.51 Moving up the stairs in shifts



Photo 2.52 Moving up the stairs in shifts

The training for moving through corridors and staircases should be carried out after the room entry training. The trainer should prepare situational training comprehensively, including approach to the building, moving in corridors, staircases and rooms. **It is very important that the training includes leaving the building. You should not stop the exercise after finding the person you are looking for inside, as taking the apprehended person out is just as important as any other component of the training.**



Photo 2.53 Moving up the stairs single file



Photo 2.54 Moving up the stairs single file



Photo 2.55 Moving up the stairs single file

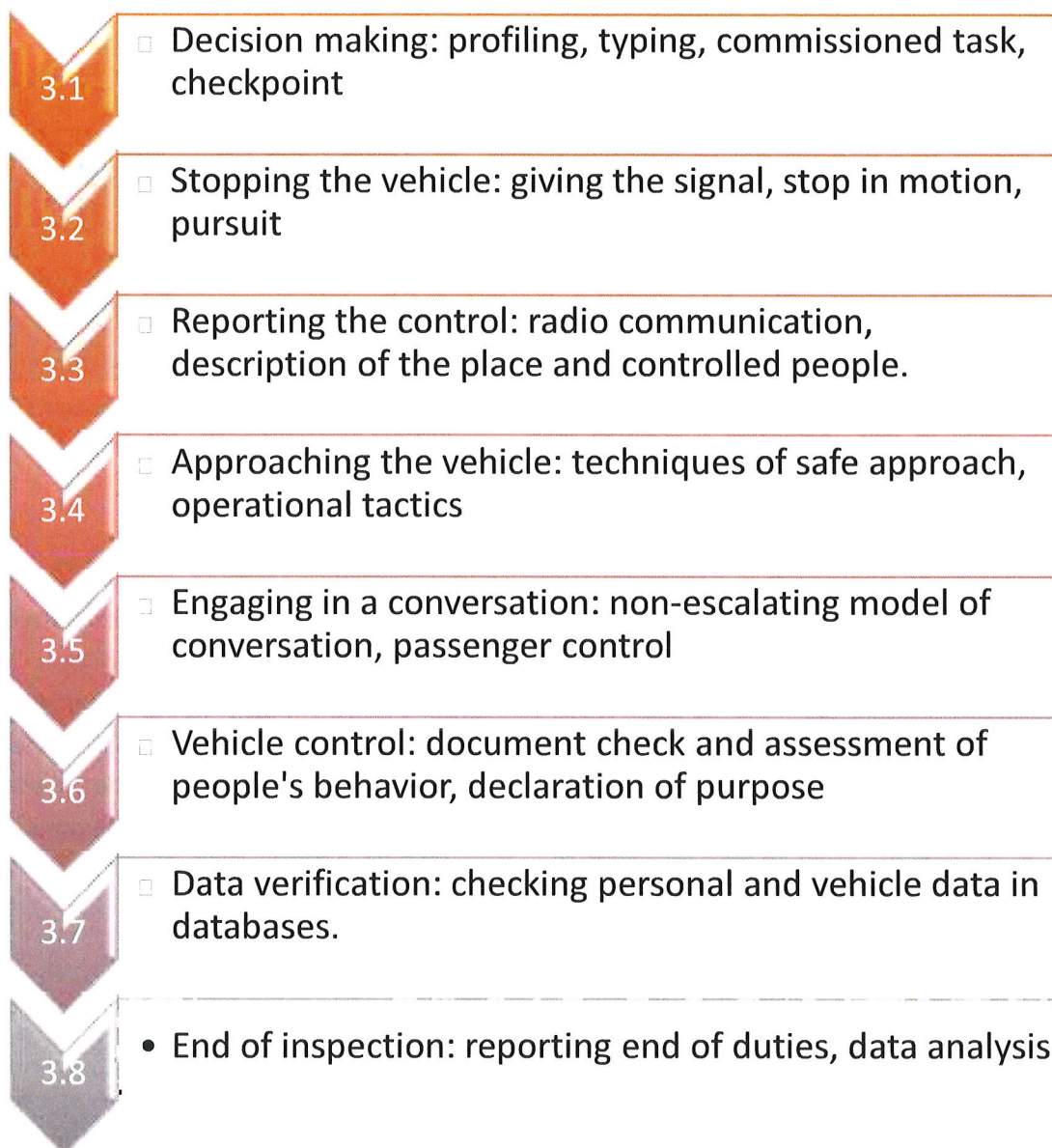


Photo 2.56 Moving up the stairs single file

C.3 Searching a vehicle: basic tactics

Control of transit routes is one of the most difficult tasks for border guard services. The officer's safety is particularly important, as it requires additional attention during police traffic control. The methodology of transferring knowledge and skills in this area should focus on practical training and simulation, in all possible scenarios of on-road police traffic control and interventions. **Trainers should particularly focus the teaching methodology on the repetition of activities during changing circumstances of traffic control and changes in the behaviour of controlled persons.**

Universal procedure for controlling a vehicle:



Practical classes in vehicle control should be delivered comprehensively. By maintaining and repeating a single procedure with the situation developing in various ways, you can build habits and effective routines. **Such effective routines guarantee the security of team members during an intervention and ensure an appropriate response to changing circumstances in an incident.**

C.3.1 Decision to start control action

The decision to check a vehicle may be due to:

1. Profiling based on indicators
2. Vehicle typing due to external factors (appearance, speed, behaviour, markings)
3. Routine check at checkpoint
4. Search activities, prevention and detection of facilitators/ perpetrators/ victims of THB

5. Reasonable suspicion that the vehicle may be a danger to road safety, or stolen
6. Tasking received (e.g. from the control and command centre)

C.3.2 Giving a stop signal to the vehicle

The vehicle should be stopped in a place where it will not obstruct road traffic or constitute a threat to the safety of the officers, controlled person or other persons. After issuing a command to stop the vehicle during a traffic control, the officers position their patrol car behind the controlled vehicle.

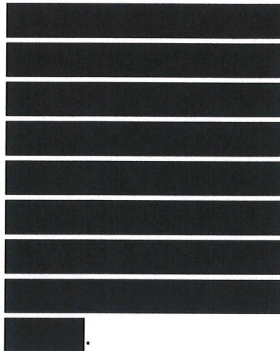


Photo 3.1 Create a safety corridor



Photo 3.2 Safety corridor: back view.



Photo 3.3 Safety corridor: front view.

²⁶ - REGULATION (EU) 2019/1896 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 13 November 2019 on the European Border and Coast Guard and repealing Regulations (EU) No 1052/2013 and (EU) 2016/1624. Attachment: Annex V - Rules on the use of force, including training and the supply, control and use of service weapons and non-lethal equipment, applicable to statutory staff deployed as members of the teams. "The Duty of Precaution".

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When conducting pursuit or search activities, officers adapt the vehicle positions and stopping tactics to prevailing conditions, treating their own safety and that of controlled persons as a priority. Signals to stop the vehicle and detailed control conditions are set out in separate regulations.



Photo 3.4 Safety corridor: front view.



Photo 3.5 Make the vehicle and officer visible.

C.3.3 Reporting control

After initiating traffic control, the officer informs his or her superior about the start of the vehicle inspection in accordance with the guidelines for action. This is to ensure security of interventions, prepare for conducting database checks and allow appropriate response in crisis situations.

When reporting an intention to proceed with vehicle inspection, as standardised procedure, the officer should provide the following data: place of control, type of vehicle, identification data and number of people in the vehicle. Any incidents involving the use of force shall be immediately reported through the chain of command to the coordination structure relevant for each operation and to the fundamental rights officer and the executive director. The report shall provide full details of the circumstances in which such use arose.²⁷

²⁷ - REGULATION (EU) 2019/1896 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL Annex V - "Reporting".

C.3.4 Approaching the vehicle

The right approach to the vehicle is to adopt tactics that will ensure maximum safety for officers. Choosing the appropriate tactical approach to a vehicle generally depends on the type of task, reason for control, time of day, type of vehicle, traffic density and place of control.

Safety rules when checking a vehicle:

1. Choose the right place to stop the vehicle, paying attention to safety on both sides of the road.
2. Pay maximum attention and concentration when stopping and approaching for control.

[REDACTED]

[REDACTED]

4. Pay attention to the nearest road lane if there is any danger from moving vehicles.
5. You need to have constant control over the controlled person and other people in the vehicle. Continuously observe the driver's behaviour (Photo 3.6).

[REDACTED] Pay attention to increased risk indicators: [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

7. When conducting checks at night or in difficult weather conditions, never stand in the headlights in front of the controlled vehicle.

8. [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED] When approaching the vehicle, [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]



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Approaching the controlled vehicle

The vehicle approach techniques presented in this chapter are intended to provide maximum security to the intervening officers.

Selection of the right tactics for approaching a controlled vehicle depends on:

- the officers' psychophysical capabilities;
- the place of control;
- traffic density ;
- type of controlled vehicle;
- time of day and weather conditions;
- any information about the vehicle, driver or passengers.

The techniques presented are applicable in the above-mentioned conditions. Trainees should perform vehicle control training using all three options (scenarios) described here below.

Approaching the vehicle: **Option 1**

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The patrol commander decides to proceed with a vehicle control. The securing officer approaches the vehicle from behind, closely observing it. When approaching the vehicle, [REDACTED] [REDACTED] Walking along the right side of the vehicle, he carefully observes its interior. In the meantime, the patrol commander leaves the patrol car and approaches the controlled vehicle from the same side as the securing officer did. The securing officer takes a position to act at the front axle of the vehicle.

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The patrol commander takes a position next to the passenger door and then proceeds with the inspection. [REDACTED]

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Approaching the vehicle: option 1



Photo 3.7 Exiting the patrol car



Photo 3.8 Approaching the vehicle to be inspected



Photo 3.9



Photo 3.10 Position on one side of the vehicle

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Photo 3.11 Position of the securing officer



Photo 3.12 Position of the patrol

Approaching the vehicle: Option 2

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The patrol commander decides to proceed with a vehicle inspection. The securing officer approaches the inspected vehicle from behind, observing it closely. When approaching the vehicle, [REDACTED]. Walking along the right side of the vehicle, he/she carefully observes its interior. The patrol commander leaves the patrol car and approaches the controlled vehicle from its left side.

Both officers take their starting positions next to the door pillars on either side.

[REDACTED]
[REDACTED]
[REDACTED]

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Photo 3.13 Safe way to exit the patrol car:



Photo 3.14 Carefully observe the vehicle's interior



Photo 3.15 Position behind the door pillar



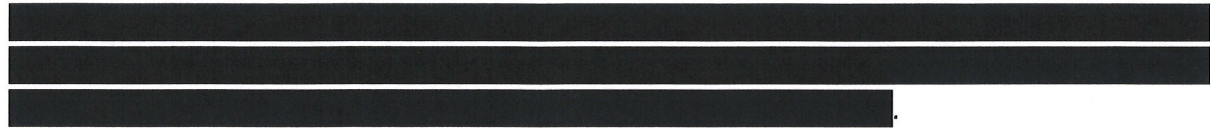
Photo 3.16 Beginning of inspection, eye contact

Approaching the vehicle: **Option 3**

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The patrol commander decides to proceed with a vehicle inspection. The securing officer approaches the inspected vehicle from behind, closely observing it. When approaching the vehicle, the securing officer [REDACTED]. Walking along the left side of the vehicle, he/she carefully observes its interior. The patrol commander leaves the patrol car and approaches the inspected vehicle from the rear-left side in a way that allows the driver to see his

silhouette in the rear-view mirror. The securing officer takes a position at the front axle of the vehicle. The patrol commander takes a position next to the door pillar, and then proceeds with the inspection.



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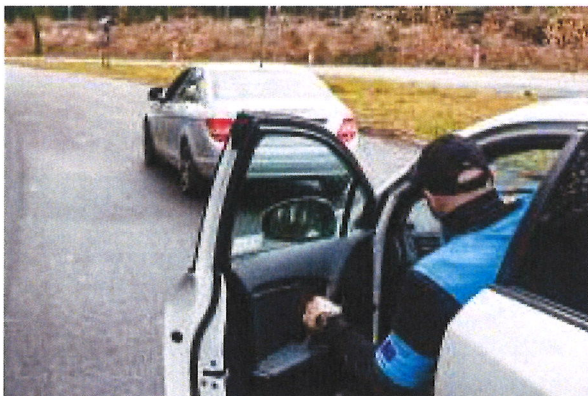


Photo 3.17 Exiting the patrol car



Photo 3.18 Passenger's side inspection



Photo 3.19 Position for driver's side inspection.



Photo 3.20 Safe passage along the vehicle



Photo 3.21 Position behind the door pillar



Photo 3.22 Position beyond the door swing area

C.3.5 Introduce yourself, explain the reason for the inspection

The officer, after taking the proper position next to the vehicle for inspection, should inform the person(s) about the reason²⁸ for inspection and about further steps. Legal obligations during vehicle inspections result from a specific provision of the law.

You should remember to take greater caution when reviewing documents and inspecting the interior and the boot. During an intervention, the safest course of action is to issue a command to exit the vehicle with hands visible, to prepare the controlled person for a search.



Photo 3.23 Document inspection: passenger side.



Photo 3.24 Document inspection: passenger side

²⁸ Frontex officers identifying themselves vis-à-vis the counterpart and informing about the legal and factual grounds of the measure.