

which he had pleaded guilty. After the information I laid out how the day would be formatted in that after the tactical briefing the MASTS element would go to Lincoln Road Patrol Base for their tape recorded main briefing and the enhanced protection element would go to Alperton Traffic Garage for their tape recorded briefing. Following the conclusion of the briefings in my view the operation would take on four (4) phases. The first phase would be the 'pick up from HMP Wormwood Scrubs', the second phase would be 'Travel of prison van to Wood Green Crown Court', the third phase would be 'MASTS around the LOS Audi' and finally the fourth phase would be 'arrival at Wood Green Crown Court (of the prison van)'. There would then be a period when EREN would be present at court, during which he would be sentenced and returned to HMP. During my part of the briefing I also made reference to points to note during the respective team briefings, such as the working strategy, areas of responsibility, Limits of Exploitations, communications discipline and protocols, the MASTS FAPs if the subjects had not been detained prior to the prison van arriving at the court and respective phase contingencies. In effect what this all meant was that as there were two teams working on the same operation and although it was unlikely that both teams would come together all these potential issues need discussing and agreeing as contingencies prior to deployment, which they all were. Following this I detailed the Command and Control team and also the SCO19 teams' call signs. I then handed over to W97 who explained the tactical plan for the enhanced protection package around the Prison van detailing the lay up points for the team around the prison, the assumed route of the prison van to the court, although this was not confirmed. He also detailed the area at the side of the court where the prison van's gained access to the court. This he identified as an area of vulnerability that needed our attention as a protection package and for which he had assigned a jump off van to counter. He also detailed the court itself internally and externally in case this became relevant. Following this W80 detailed the tactical briefing for the MASTS element that would be operating in the Wood Green area. I ensured that the Enhanced Protection element were ground assigned around the prison at 07:00 hrs but prior to this I was aware that the Audi A6 had been observed on the move in the Wood Green area with an unconfirmed number of occupants inside. At about 08:30 hrs Izzet EREN left HMP Wormwood Scrubs in a Serco prison van, VRM BX11 TXM. It was believed that his co defendant was also on board as well as one other. As we followed the prison van towards the court I was aware that the MASTS element had entered an arrest phase at about 09:00 hrs. I was monitoring the radio channel that the MASTS element was being conducted on so was aware almost immediately that shots had been fired, although it was not immediately clear by whom. I instructed my officers to continue with our objective, which was the safe delivery of the prison van to court. As we approached the junction

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of the A406 j/w Bounds Green Road I was instructed by the TFC to change the profile of our deployment from overt to discreet.

Describes action taken

Describes action

I was also aware that efforts were being made to contact the Serco prison van driver to make them aware of what was happening. As the convoy turned into Bounds Green Road I received intelligence that there may be another vehicle, believed an Audi A4 Black in colour, in the area that was potentially involved in the offence. As we drove towards the court I could hear over my radio channel that this vehicle was in a junction up ahead of us held and waiting to pull out. A short time later we passed the identified vehicle which I could see contained a driver and front seat passenger, both of which looked Turkish in appearance. The driver was holding a mobile phone with his right hand to his right ear. I instructed all my units to carry on with our objective to get the van to the court however I was asked by the TFC if I could maintain a protection element around the prison van and at the same time provide a MASTS to go after this Audi A4 with a view to stopping it and detaining the occupants. I advised that I could send my two Motorbikes with the van and the other two vehicles plus my control vehicle could turn round and attempt to stop the Audi. I asked the TFC if I had State Amber on the Audi, which he confirmed I had. I relayed this to all my units and we attempted to locate the Audi with the help of the surveillance team. Unfortunately the surveillance team lost the vehicle however I was made aware that a short time later the vehicle and its occupants had been stopped and detained by uniformed ARVs. I then made my way to the court being made aware on way that the van was safely inside the confines of the court. I then went and joined S105 at the scene of what I now knew to be a police shooting to see if I could assist with anything there. What in effect I did was assist in arranging transport for the officers involved back to Lemman Street and liaising with officers back at Lemman Street to make them aware that officers would be returning very soon to take part in a Post Incident Procedure and to prepare for that. Once all the officers had left the scene I then left as well and went to Quicksilver Patrol Base to await redeployment. At approximately 14:00 hrs I was stood down and told to return to Lemman Street Police Base.

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