

2015, Izzet EREN had been arrested in possession of a hand gun and ammunition and that in the same incident Amoyah GYAMFI had been arrested in possession of a machine piston and ammunition. Both individuals were currently in custody. Intelligence had subsequently been received leading the operational team to believe that Izzet EREN intended to escape from custody whilst en route to court. The team believed that Ozcan EREN had access to a vehicle for the purpose and Officers located a black Audi A6, displaying the index KM13YPT, parked in a residential car park in Eastern Road, Wood Green. This vehicle was on false number plates and enquiries revealed that the true index was Personal data and that it had been stolen in a residential burglary. In response to the request, the TSU supported this operation by providing the technical facilities required for the operational team to covertly monitor and record audio product from within the vehicle. My role was that of operational lead in the TSU support of that request. The covert monitoring and recording of audio product from within a motor vehicle is a covert Police tactic which is not routinely employed. The depth of the desire to preserve the covert nature of the tactic is reflected in the fact that the TSU will generally only support such requests in cases of the most serious crime. Such activity also requires authorities under both the Regulation of Investigatory Powers Act 2000 and the Police Act 1997 as well as notification to the Office of Surveillance Commissioners. In properly fulfilling my role in this procedure I was satisfied at every stage that all necessary authorities were in place. This operation came to a conclusion with the events of Friday 11th December 2015. A number of days prior to that date I was responsible for the covert deployment of TSU equipment into the stolen Audi motor vehicle. Due to the nature of the intelligence this was an armed deployment. The deployment was completed a number of days prior to the expected criminality in order to manage the risk of compromise which I considered would increase the later the deployment was left due to the risk of those involved in the criminality visiting the vehicle to check it was working or to move it. Two distinct systems were deployed. The first system was designed to record audio activity and store it in a device within the vehicle ('store and retrieve' system). This did not provide live audio product but was intended to be downloaded when the vehicle was recovered by Police. This system offered the advantages of the quality of the product being superior to that obtained through live monitoring (in that it recorded the full frequency range and could therefore be suitable for forensic examination) and also being available as a back up should the live monitoring system fail. This system was powered off the vehicle battery and so draining the battery while the vehicle was not being used was a potential issue. As a result it was necessary to take all practical steps to conserve battery life and the system was therefore controlled by an audio switch. This meant that the system was dormant until it detected sound. At that point it activated and remained

Signature:
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Signature witnessed by: