

[5 CONFIDENTIAL]

UN ARCHIVES

SERIES	<u>51002</u>
BOX	<u>107</u>
FILE	<u>4</u>
ACC.	<u>198/0283</u>

RESTRICTED

125/Pt1/A

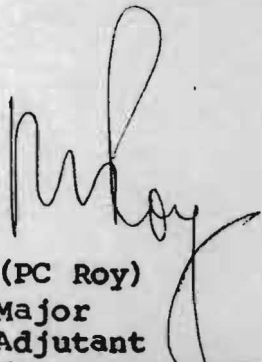
28 November 1994

From : INDBATT

To : DCOS Ops
UNAMIR HQ

Subject : RECCE PATROL REPORT (VICTORY) : FORWARDING OF

Report on recce patrol 'VICTORY' is forwarded herewith for your information please.


(PC Roy)
Major
Adjutant
for CO INDBATT

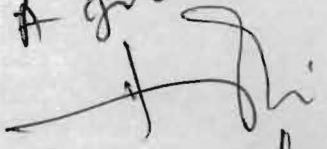
Enclosures. As above.

② G3 Ops

1. Liaise with Ops Indbatt and G3 Engr (if reqr) to ensure that ammo at Appendix A is disposed of properly.
2. Pass to DFC/COS for info.

CO INDBATT

Seen.
A good start.


02/12
DFC/COS

G6
3/12/94
SB


③

Roger Sir.

Done.

G3 OPS

Thurman


DCOSOPS
29.11

RESTRICTED

RESTRICTED

RECCE PATROL REPORT (VICTORY)

Map Ref :- Op Lance (UNAMIR - II) Kigali
Topographic map of Rwanda at 1:50,000
Appces : Appx 'A' - Details of Amn found at
vill Kabeza (743792)
Appx 'P' - Sketch of the route

1. AIM. The aim of ptl Victory was to familiarise pers with terrain in AOR.
2. TASK. The tasks assigned to the ptl were :-
 - (a) Ascertain condition of the roads/trs.
 - (b) Habitation in villages enroute, their occupancy and their state of mind after war.
 - (c) To show the presence of UN forces.
 - (d) Familiarise with the terrain.
3. STRENGTH. The ptl party consisted of 1 Offr, 1 JCO, and 12 OR.
4. VEH. 1 Gypsy and 1x3 Ton.
5. COMMUNICATION.
 - (a) 2xYaesu walkie talkie within the ptl.
 - (b) 1xANPRC-25 set for comm with Bn HQ.
6. ROUTE. The route taken by the ptl is shown in the sketch att (Appx P).
7. TERRAIN. The terrain is generally hilly with heights upto 1775 mtrs with gentle slopes.
8. ROADS/TRACKS. The roads are not black top. All hills and villages are well connected with small trs. All roads are in satisfactory condition other than if it rains heavily.
9. MISCELLANEOUS POINTS :-
 - (a) The villages enroute were sparsely populated. Population ranging from 30 to 100 only.
 - (b) The people could not understand neither English nor French.

RESTRICTED

RESTRICTED

2

(c) Some biscuits were carried by the ptl for distribution to the children. At villages between Kabeza and Rushubi junction, though the villages were sparsely populated but the inhabitants were very happy to see the UN vehicles.

(d) It was observed that no vehicles had moved between Kabeza and Rushubi since very long time.

(e) It was observed that people were scared of coming near the vehicles. They responded when called for two or three times. Small children rushed towards vehicles for biscuits and eatables.

(f) Presence of RPA soldiers was seen at Kagarama (a small tent with 4 soldiers), at Nyanza (one soldier in uniform), and one boy in uniform at Burema village.

(g) The static barriers manned by RPA are shown in the sketch.

(h) Between village Kabeza and Burema, it was observed that heavy fighting took place between the tribes. Empty amn boxes were seen stocked in the houses which were constructed or modified into fighting bunkers.

(j) Fired cases of all types of small arms amn were seen in front of the houses between Kabeza and Burema.

(k) Most of the houses were vacant, some of them completely collapsed and some were fit for living.

(l) No shops or vendors were seen between village Nyanza, Kabeza and Nunga.

(m) The area shown as 'Domaine Militaire' was abandoned. Three long barracks were there which were in bad state with bullet marks every where.

(n) Road Gasharu - Nyanza - Kagasa to Kanazi is two way unmetalled road.

(o) Road Nyanza Jn - Kabeza - Gahombo - Rushubi Jn - Nunga Jn is one way with small nallas unmetalled road which is not in use.

(p) No untoward activity was observed by the ptl.

(q) Amn found at village Kabeza (GR 743792) details att at Appx 'A'.

RESTRICTED

RESTRICTED

3

10. HALTS.

(a) Five minutes halt at village Kabeza for comn with Bn HQ. Comn. was through from village Kabeza.

(b) Five minutes halt at Rushubi Jn for checking the comn with Bn HQ on ANPRC-25 set. It did not get through.

(c) Two minutes halt at Nunga Jn for comn but did not get through. Additional HF sets coming with main body from India should overcome this problem.

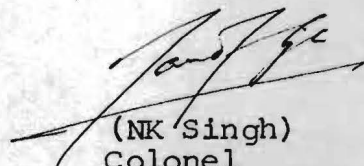
11. CONCLUSION. Generally it was observed that inhabitants are coming back to their houses. But people have got the fear of war in their minds specially among female folk and children. The ptl was successfully completed and was in at 1300 h at Bn HQ.



(JS Tanwar)
Major
Patrol Leader

Nov 94

COUNTERSIGNED



(NK Singh)
Colonel
CO INDBATT

27 Nov 94

RESTRICTED

Appx 'A'

DETAILS OF AMMUNITION

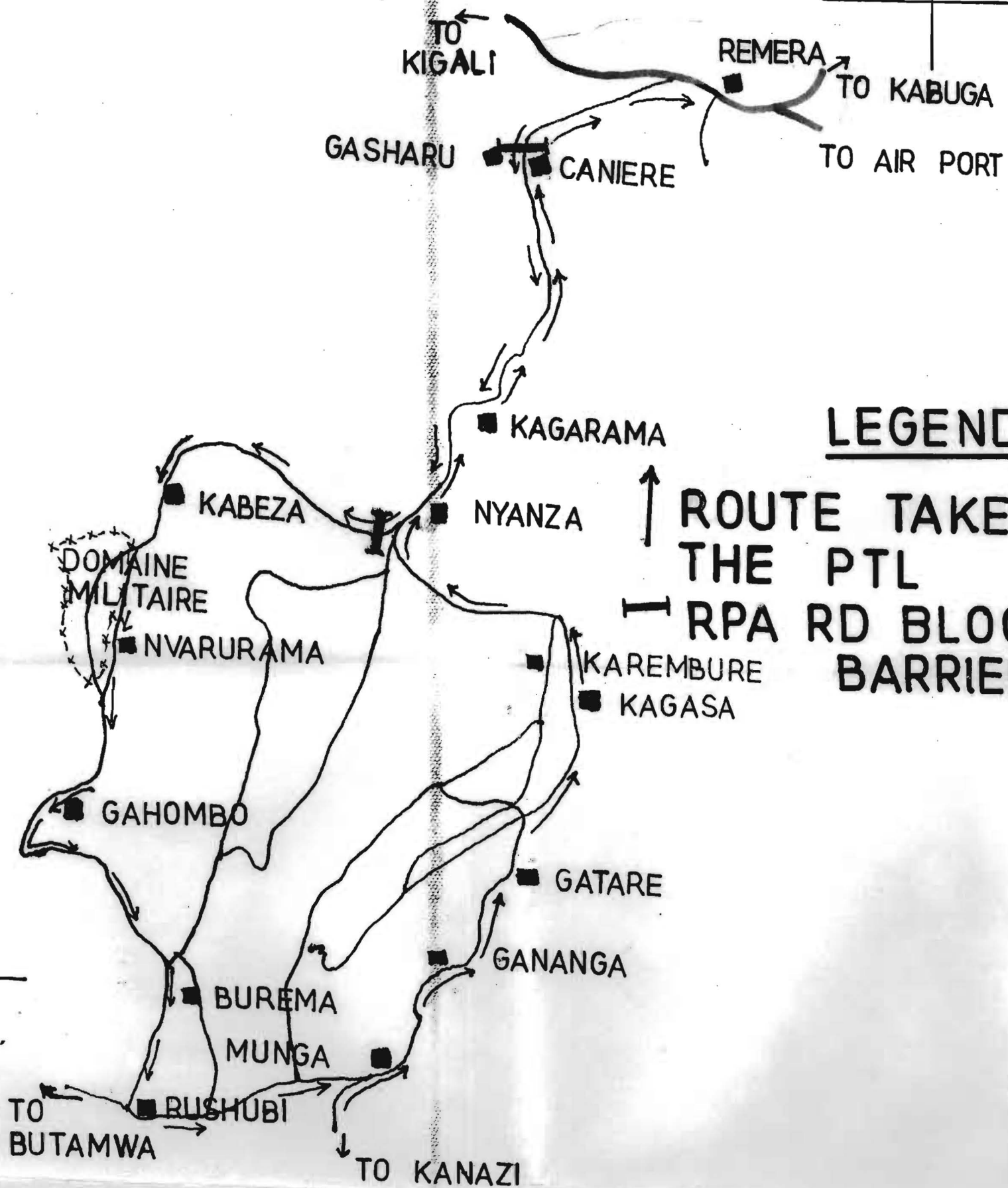
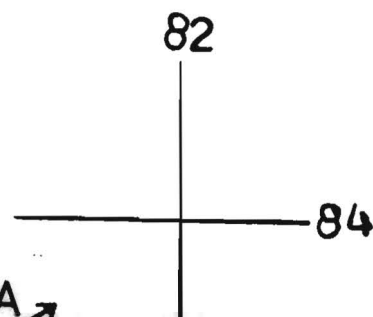
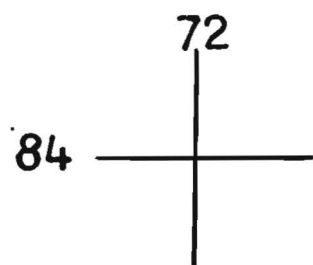
<u>Ser No</u>	<u>Type of Amn</u>	<u>Lot No</u>	<u>No of rds (qty)</u>	<u>Remarks</u>
1.	Carts 7.62 mm MMG	RIM - 2 and FNB - 87	1175 rds	
2.	Blank rds .30 mm	FN - 63	2500 rds	
3.	Carts Tracer MMG	LV .1 91-23	136 rds	
4.	Carts .57 mm AK Rif	87 - 23	1245 rds	
5.	Carts MMG	FN - 66 X WCC - 79 X FN - 79 X SMI - 72 X FNM - 80-67 X SF - 84 X	1865 rds	
6.	Blank rds 7.62 mm	FNB - 90	7 rds	
7.	Carts rif	51 - 79	15 rds	
8.	Cart sten	STE- 859 X HXP- 0 X	4 rds	
Total			<u>6947 rds</u>	Wooden Packages - 4

RESTRICTED

RESTRICTED

Appx - 'P'

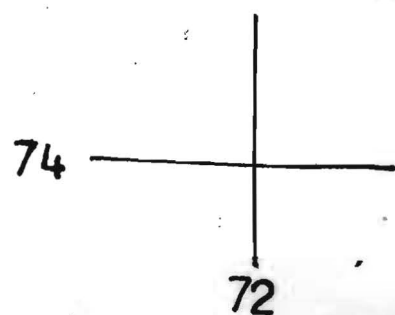
ROUTE CHART



LEGEND

↑ ROUTE TAKEN BY THE PTL

— RPA RD BLOCK / BARRIERS



RESTRICTED

HQ NICOY
UNAMIR
BYUMBA CAMP
BYUMBA

UNAMIR/NICOY/7400.9/Q

See Distribution

24 Nov 94

THE ROAD KIGALI - GATUNA REPAIR AND MAINTENANCESReference:

A. 3000.5 (FEO)/OPS/-1

INTRODUCTION

1. The task as delegated in Ref A has been carried out. NICOY confirmatory recce of the road agrees with the initial recce of same road done by B & R. However, more details are included in this confirmatory recce which must have been oversight or as result of effects of rainy season which has set in fully. The level of deterioration of the road is on the increase, mainly the mud sliding.

MUD SLIDES

2. This is the common feature along the length' of the road. A journey from Kigali to Gatuna by road keeps this common problem by the left of the driver. The high ground by the left side of the road continues to slide when it rains to cover the exisiting drainage and culverts. When the drainages are covered, the result is that mud is left on surface of the road which hinders smooth traffic by constricted road way width. This problem is common along the length of the road but prominently at two points as shown in the tabulated Annex A to this report.

REMOVED ROAD SURFACES

3. This problem is very common along the Northern end of the road towards Gatuna border. These damages which span between 700m maximum and 500m minimum in lengths have all the tared surface removed.

G3 Engr
Pse read and
let us discuss
25/11
BFC/ps

G6
28/11/94
SB

These bad portions, imposes difficulty to the traffic flow when it rains. The jobs require external supports and use of heavy earth moving equipment. The areas affected are the communes of RUSHAKI and MUKARANGE. More informations on repair jobs at these location are outlined in Annex A to this report.

CULVERTS

4. There are lot of blocked culverts and drainage facilities very common along the Nothern part of the road. Mostly at the area of RUSHAKI and MUKARANGE, the formed box culverts across the road are blocked with debris and spoils from the slide mud. The effect is dumping of red earth on the tared road when it rains. A look at the run off errosion during rains along the road shows that some ease problem of running errosion across the road.

DRAINAGES

5. The problem of drainages being covered by spoils from mud slide is very common between RUKOMO JUNCTION to KIGALI and BYUMBA to RUKOMO JUNCTION. From ~~BY~~ BYUMBA to RUKOMO JUNCTION, the windy road is constricted by not only slide mud but also mighty rocks that can not be rolled off road except with assistance of heavy earth equipment. The road RUKOMO JUNCTION - KIGALI could be described as the worst affected in problems of collapse of drainage system and mud slide. From RUKOMO JUNCTION to a point about Km 32 beacon the gradient of the slope is 8 %. The current of the running water is high and rate of mud slide is high, This portion has much drainage/mud slide problems. The effect is that running errosion takes its course along the tared road washing off the road materials and dumping some mud which encourages the growth of grasses on the shoulders of the road.

6. At point Km 32 beacon there is total collapse of the left wing wall of the drainage system into the gully. This might be as a result of the traffic effects on the concrete wall. It may as well be the result of the weak foundation which running water must have eaten up under. Before the repairs, there is need to stone pitch the foundation. This collapsed position spans about, 22m in length. If this is not checked, the tendency is that there may be a drag by nature on the other standing wall to collapse too.

7. Between Km 32 beacon, and Km 40 beacon the gradient of the road slope is 7 % which again encourages high current of the erosion. At point KM 35, there is recognizable mud slide which not only disrupts flow of erosion but leaves spoil that constricts the road way width.

8. At point Km 37 beacon, there is a prominent village with a primary school by the left hand of driver from Gatuna to Kigali. School children move from right to left. To assist accident free traffic it is suggested that a pedestrian crossing post for the school children, be built to warn on coming vehicles.

BAILEY BRIDGE KM 39 BEACON

9. The bailey bridge at Km 39 point has no steel ramps at both entry and exist points. These ends are filled with red earth laterite which requires constant refillings. As it rains, the tendency is that the live loads brought on these ends, by heavy vehicle traffics compacts and compresses the ends making depressions. Sometimes, these effects in washing off the soil. It is suggested that regular checks be carried out on the stability of the steel transon panels and the base plates on the abutment is firm. Any sway about these components might be dangerous, as mainly heavy and long articulated trailers use the bridge. There is need for sign posts showing the oncoming vehicles of the presence of narrow bridge at both ends.

POT HOLES AND MUD SLIDE

10. At point Km 39 beacon there exist pot hole and mud slide across the road way width. This causes a slow in the traffic movement as the driver must be forced to apply brake peddal. At beacon Km 54 there exists prominent pot hole whcih every driver takes caution when approaching.

11. Mud slides are recorded prominently along Gatuna - Kigali road on points Km 62 and Km 66 beacons just a distance short of the first road block when moving from Kigali to Gatuna. These are the worst constricted portions of the road.

WEEDS ON ROAD SHOULDERS


12. This is very common feature through the length of the road. Often these weeds start thriving on the mud spoil on the road shoulders. The effects of their roots are cracking and weakening of the road construction materials. It constricts the road way width to make most cyclists resort to using the centre of the road at the risk of their lives in traffic accidents.

OBSERVATION

13. From my visual inspection of the road and good knowledge in vehicle, bridge and road classification exercises, I rate the road KIGALI - GATUNA highly standard, built to withstand the test of time and the imposed high live loads. But with lack of regular maintenance of this road, lot of deterioration will definitely occur. Most essentially now most heavy duty relief material carrying vehicles ply the road. The locals, though yet to return fully will be encouraged to take part in the collective efforts of maintaining this road. There is availability of local raw material along the length of this road.

CONCLUSION

14. The NICOV confirmatory recce report of this road may to an extent be very detailed as we tried to write on the minor details more damages may continue to occur on the road as long as the rain continues and immediate repairs and maintenance are not carried out. The listed problems on this road is what the NICOV Engrs can readily execute with the full support of the UNAMIR HQ. The delay of this report is due to time limitation.


WI UDE
Maj
for Cont Comd

Distribution:

External:

Action:

D COS OPS

UN RESTRICTED

Information:

DFG/COS

G3 Engrs

Annex

A. RECCE REPORT CHART

ENGR RECCE DATA IN TABULAR FORM

ANNEX A TO
ENGR RECCE REPORT
DATED 21 NOV 94

SERIAL (a)	SITE / TARGET LOCATION (b)	NATURE OF DAMAGES (c)	REPAIRS REQUIRED (d)	REQUIREMENT (e)	SOURCE OF MATERIAL (f)	REMARK (g)
1	POINT 1 GATUNA UGANDA BORDER COMBAT BARRIER BRIDGE	1- ABSENCE OF STEEL RAMP AT BOTH ENDS OF THE BRIDGE 2- ABUTMENTS FILLED WITH RED EARTH 3- ACCESS ROUTES NOT TARED	TEMPORARY REPAIRS a. CONSTANT FILLING OF BOTH ENDS OF THE BRIDGE WITH RED EARTH TO ASSIST TRAFFIC. PERMANENT MEASURE a. CONSTRUCTION OF STEEL RAMPS AT BOTH ENDS AND TARING OF ACCESS ROADS	- CONSTRUCTION TOOLS - LATERITE - TIPPER VEHICLE - FRONT END LOADER	LOCAL MARKET BURROW PIT POSSIBLE HIRE " " LOCAL LABOUR	
2	POINT 2 a. BAD ROAD (REMOVED SURFACE) b. BLOCKED DRAINAGE CULVERT	RUSHAKI COMMUNE AT KM 10-11 BEACONS GATUNA KM 10-11 KIGALI	- REMOVED TARED ROAD SURFACE - BLOCKED DRAINAGE BOX CULVERT	- REPAIRS OF THE ROAD - REOPENING AND FLUSHING OF THE DRAINAGE CULVERT	GRAVEL LATERITE ASPHALT MC1 AND B125 TAR CEMENT CONSTRUCTION TOOLS	1 BUSSEMENT PIT 2 BER 3 HIRED EQUIPMENT 4 UN EQUIPMENT HOLDING
3	POINT 3 BAD ROAD ROAD CONSTRUCTION	MUKARANGE AT KM 15 BEACON GATUNA KM 15 KIGALI	- EXTENT OF DAMAGE ABOUT 700m OF REMOVED ROAD SURFACE	MAJOR ROAD CONSTRUCTION JOB	EARTH MOVING EQUIPMENT i.e SCRAPPER GRADER FRONT END LOADER ROLLER TIPPER CONSTRUCTION MATERIALS LATERITE, ASPHALT MC1 AND B125 TAR	1. BUSSEMENT PIT 2. BER 3. HIRED EQUIPMENT 4. UN EQUIPMENT HOLDING

ENGR. RECCE DATA IN TABULAR FORM

ENGR RECCE REPORT
 DATED NOV 94

Serial	DATE	LOCATION	NATURE OF DAMAGES REPAIRS REQUIRED	REQUIREMENT	SOURCE OF MATERIAL	REMARK
(a)	(b)	(c)	(d)	(f)	(g)	(h)
4	COLLAPSED DRAINAGE SYSTEM	KM 32 → KIGALI GATUNA ← KM 48 GATUNA - KIGALI ROAD	- COLLAPSE DRAINAGE - RE CONSTRUCTION - COLLAPSE WALL DUE TO TRAFFIC ACCIDENT - WEAK FOUNDATION BASE - DAMAGE ABOUT 20m IN THE FOUNDATION LENGTH	CONSTRUCTION TOOLS STEEL ROBS TIMBERS PLYWOODS AGGREGATES (GRAVEL) SAND ROCK PEBBLES LABOUR	LOCAL MARKETS " " " " " " " HIRE LABOUR	

5	MUD SLIDE	KM 35 GATUNA - KIGALI ROAD	DRAINAGE SYSTEM COVERED BY SLIDE MUD - REOPENING OF DRAINAGE - REGULAR MAINTENANCE	EXCAVATION OF THE SPOIL FROM THE DRAINAGE WAY.	TOOLS HIRED LABOUR	
---	-----------	-------------------------------	--	--	-----------------------	--

6		KM 39 BEACON KIGALI - GATUNA ROAD	ABSENCE OF STEEL REGULAR RAMP AT BOTH ENDS ENTRY AND EXIT POINT FILLED WITH LATERITE	POSSIBLE STEEL BURROW PIT RAMP TO AID TRAFFIC - CONSTANT FILLING OF BOTH ENDS WITH LATERITE	INSPECTION RECCE BOI ENGAS	
---	--	-----------------------------------	---	---	----------------------------------	--

COMBAT BATTLE BRIBING

UN RESTRICTED

Force Engr Coy Gp
Byumba

Tele : Nil

7535/G

22 Mar 94

DETAIL RECCE PROGRAMME

Ref :

A. Our OPO 2/94 dated 23 Feb 94.

1. The Coy has been rearranged to have a total of 11 (eleven) recce team each headed by an offr. All offr are required to submit their recce plan and reqt to the concerned branches.

2. Quarter master and Adjutant in consultation with the recce team will select the specific date for individual team depending on aval of vehs and other materials. The gen sy and political sit will also be considered in the finalization of the recce plan.

3. On any difficulties/differences/changes the OC may be info/ contacted.

4. All recce report to be submitted by 15 April 1994 to this HQ. Team leader are requested to complete all the tasks of ref A to para 2 b (2) and 2 h.

5. Regards.

Distr:

External:

Info :

FC ✓

DFC

CPO

CEO

DMZ Sect HQ

Internal:

Action:

(All Offr Concerned)

Tamir Maj
MD ABDUL WOHAJ TALUKDER
Maj
For Coy Comd

UN RESTRICTED

UN RESTRICTED

Annex 'A'

RECCE PROGRAMME

<u>S/No</u>	<u>Name</u>	<u>Section</u>
1.	Maj Mohammad Samsul Alam Khan	24
2.	Maj A K M Nurul Bahar	11,12,13 and 14
3.	Maj SM Aftabul Islam	6,7, 19 and 20
4.	Maj Mustafizur Rahman	1, 8, 9 & 10
5.	Maj Md Mahbubur Rahman	4
6.	Maj Md Abdul Wohab Talukder	15 & 16
7.	Capt Md Abdul Fattah Khan	22
8.	Capt Md Nurul Amin Chowdhury	21,25 and 26
9.	Capt Md Afzal Hossain	2 and 3
10.	Capt Khaled Iqbal Sikendar	23
11.	Capt Md Abdullah-Al-Hassan	5,17 and 18

UN RESTRICTED

RESTRICTED

Office of the Director
Public Relations Directorate
General Headquarters
Ghana Armed Forces
BURMA CAMP
Accra 2210
Tel. 776111 Ext.....



GHQ/6962/3/A(DPR)

Reference No

CONTICO UNAMIR

18 October, 1994
.....19.....

DISTRIBUTION OF NEWSPAPERS

1. Forwarded to you are Ghanaian Newspapers as listed below for troops reading:

- a. Ghanaian Times - 8 copies
- b. Daily Graphic - 6 copies.

2. Please acknowledge receipt.

External:
Information:
Army HQ

[Signature]
Maj
for Director Public Relations

*Sem - Where are the papers?
Jfw 08/11*

plus pte.

*G-6
SB
5/11/94*

RESTRICTED

G/7
TRAINING

UN RESTRICTED

UNAMIR Force HQ
KIGALI

3000.7/TRG/7

01 April, 1994

See Distribution:

CONTINUATION TRAINING OF UNAMIR TROOPS
INTERNAL SECURITY OPERATIONS PRECIS

Reference:

A. 1000.1 (FC) dated 21 Jan 94.

1. In accordance with paragraph 9 of the above Reference, precis on selected internal security operations are enclosed for the guidance of training officers of units under your command.
2. Please accept for your necessary action.

Emo Koney
EMO KONEY
Maj
for Chief Ops Offr

Enclosures:

1. Cordon and Search Ops.
2. Crowd Control Ops.
3. Protection of Vital Points.

Seen
02/4
DFC/COS

Distribution:

Action:

Information:

External:

Kigali Sector HQ
DMZ Sector HQ

Internal:

Ops

FC
DFC/COS ←

UN RESTRICTED