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Canada's Law Enforcement Information Specialists

January 2013



CANADA'S **BEST DRESSED** POLICE VEHICLE

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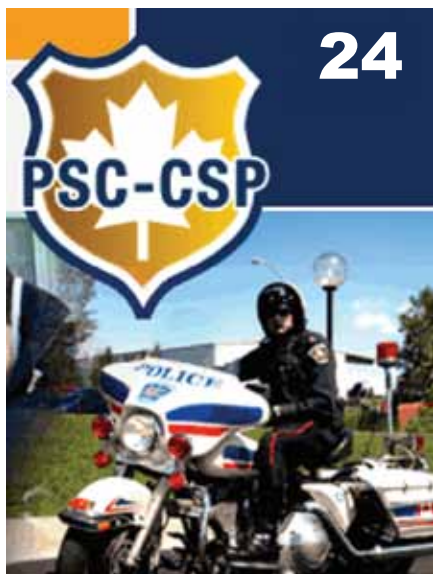
TOUGHBOOK

SOLUTIONS FOR LAW ENFORCEMENT

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BLUE LINE

January 2013 Volume 25 Number 1



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by Morley Lymburner



Police are responsible for traffic safety

The topic of traffic safety came up when my wife and I were sharing a table with two senior members of a major police service at a recent charity dinner. Pedestrian deaths have spiked because of traffic congestion, they mentioned, and one made the mistake of asking what I thought. Imagining my wife's eyes rolling, I asked if he was sure he wanted my response. He assured me he did – so I let him have it.

Only police can correct the problem in his city, I curtly told him. He looked surprised and suggested that perhaps more public education, traffic engineering and tougher laws were needed.

The citizenry will never take traffic control seriously if the police don't, I countered. Certainly engineering and education has its place but police enforcement levels must be the first level of attack before anything else is attempted.

I think every police service recognizes the importance traffic enforcement plays in improving traffic safety. A problem arises, however, when the level of enforcement is not kept up or is reduced by changing conditions in society or police priorities. I gauge a community's traffic enforcement level by the number of noisy mufflers, minor infractions, horn honking and junk cars on the road.

Vehicular criminal behaviour becomes more prevalent when the perpetrator is confident they will not be caught or held accountable for their actions. It is further fortified when it appears society will tolerate such behaviour. A big part of the illusion of societal tolerance comes from the abundance of advertisements promoting the misbehaviour.

Anyone who watches television or goes to the movies is constantly subjected to the propaganda that speed is sexy. Manufacturers appear to have no concern about whether any of this is safe or practical for the average person. Their consciences seem to be cleared by the small text disclaimer that briefly warns the viewer, "these pictures are taken using professionals on a closed track."

None of this is rocket science. The entire concept of advertising is to create demand for a product and brand preference plays a big role. Choosing a car, for example, is a careful decision incorporating your needs, compromised by your wants and ability to pay. Most of us are stuck with vehicles which meet our needs and budget but manufacturers count on the 'want' factor to make the big bucks – and they do not shrink from inducements to capitalize on this.

There are many television shows and movies which glorify speed and police chases. One young Texas man in the early '80s was completely overwhelmed by the abilities of Burt Reynolds' 1977 Trans Am in the movie

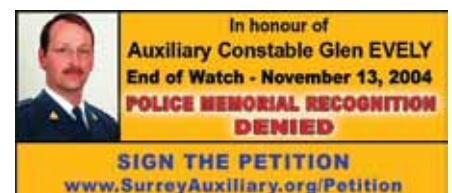


series "Smokey and the Bandit," and he enthusiastically purchased one. It wasn't long before he was paralyzed after trying to make it fly through the air – just like in the movies. His parents sued General Motors, Gulf & Western Productions and Burt Reynolds Enterprises for several million dollars, accusing them of creating an atmosphere whereby the fantasy of a flying car became a reality in their son's mind. There was a large out of court settlement; no dollar value was disclosed but the money has been sufficient to care for the victim in a Texas long-term care facility ever since.

Despite many similar cases the lessons which should have been taught in the court of public opinion have not been learned. Cars are still manufactured with speedometers displaying speeds which are not only unattainable by the vehicle but grossly dangerous if even attempted. If manufacturers show speeds of 240 km/h, it's not unreasonable to expect someone in the "Zoom Zoom" generation to try to achieve it.

A legislative answer to this problem could well be found in CRTC regulations prohibiting the glorification of speed in advertising motor vehicles. Such restrictions are in place already for alcohol and tobacco and a responsible industry should be willing to co-operate. Too often, however, new and tougher laws do not change anything except the image of the politician who encourages them.

Regardless of the vagaries of societal mass media attention police should still be able to identify the trends, create a plan of action and engage the problems as they become reality. Instead of casting about for someone else to take responsibility, police must recognize that they are the grassroots level and traffic safety depends on their actions.





CANADA'S BEST DRESSED POLICE VEHICLES

by Dave Brown

Blue Line Magazine has been recognizing creativity, visibility and community identity in Canadian police vehicle design during our annual *Best Dressed Police Vehicles* contest since 2005.

Marked police vehicles are not just transportation; they are a police services' calling card to its community. They must be both highly visible and instantly recognizable. The most important factor in the design of the colour and graphics on marked police cars is officer and community safety. Years ago, designs were chosen as much for their future resale value as taxis as for visibility but as light bars became more aerodynamic and silhouettes became less distinctive, professional graphic designs were used more and more to increase car visibility.

Graphic design has evolved along with vehicle design. We have come a long way in the nine years we have been sponsoring this contest and today police car designs look a lot less like mobile ransom notes and a lot more like highly visible and professional police vehicles.

Highly reflective decals and vinyl vehicle wrapping are now making it much easier to create a unique design. We have included a much wider range of variations this year to show that bold and distinctive designs can be done without breaking the budget.

Finalists for each year's contest are selected by a panel of editors at *Blue Line* and by Erik Young and Gerald Donnelly at www.policecanada.ca. Finalists are judged on a scale awarding points for creativity, visibility, readability and community identity. We also look at the directionality of the design; one should be able to tell at a glance which direction the car is facing day or night. We then announce the winners in conjunction with our police vehicles issue every January.

Blue Line is proud to announce the winners for 2013.



West Grey Police Service

West Grey is a municipality of about 12,000 people, located in southwestern Ontario just south of Owen Sound and geographically encompassing the former townships to the southeast of Hanover in the County of Grey. It is a regionally amalgamated municipality that currently includes the former towns of Durham, Neustedt, Elmwood, Ayton and Barrhead. The officers essentially patrol the lands and headwaters of the Saugeen River as it winds its way across two counties to the shores of Lake Huron.

Early in 2011 the West Grey Police Service decided to change to solid black patrol vehicles from the traditional white. One of the main factors was the region's susceptibility to extreme snow fall conditions. During winter months it is not uncommon for roads to be closed for days due to snow accumulation. Likewise damp foggy conditions can exist in low lying areas at other times of the year. The former white patrol vehicles were thought to blend too closely with inclement weather.

With the dramatic colour change it was felt the graphics also had to be changed. Working with a graphic artist from Image Wraps and trying several options, the agency unanimously decided that the flowing blue lines at the front identified strongly with the community's geography while the highly visible word "Police" quickly identified the vehicle and its purpose.

The design effectively uses the contours of the car and the highly reflective graphics adds both a flow and directionality to the design. We especially like the simplicity and cleanliness of the design. The incorporation of the agency slogan "Community Partners" immediately under the word "Police" shows the importance placed on this aspect of their service.

Coupling all this with state-of-the-art light bar technology, the finished package more than meets the needs of both the police and the communities it serves.



Midland Police Service

A police car must be instantly identifiable, even from a distance. We noticed that some police agencies are trading off the size of the word POLICE for a more clever design but the Midland Police Service, in Midland, Ontario, took the opposite approach. Noticing that its cars and crests were starting to blend in with the backgrounds, it decided to make a wholesale change to a very bold yet simple design.

Interestingly, the base design for their cars comes from one of the largest companies in the world – the Ford Motor Corporation. Midland’s idea was to take the basic Ford fleet graphics and build up its identity while maintaining a clean look to its cruisers. It added the crest to a white hood and prominently displayed the name of their community down the side.

Officer and community reactions has been very positive and we congratulate Midland for showing us what a police agency can do by adding a professional touch to a basic fleet design.

The downside to starting with Ford Fleet graphics is that other agencies may have similar designs in the future but Midland was the first to show us the effectiveness and boldness of the design. It instantly jumps out at you and there is no mistaking its vehicles for anything other than a police car.



Abbotsford Police Service

This past year Abbotsford Police unveiled its new cruiser – an H2 Hummer – that will make its rounds spreading the message that gangs are not welcomed in the city as part of Operation Reclamation. A man convicted of drug trafficking and weapons possession once used the vehicle. It was surrendered under BC’s Civil Forfeiture Act and given to the APD to use as a motorized billboard for fighting organized crime. Not only do the messages plastered on the exterior present a strong message but its sheer size alone should reach the public with a creative and hard hitting message.



Summerside Police Service

Summerside is the second largest city in Prince Edward Island and its “classic elements with a new twist” design nicely reflects the area and province. The design was a joint effort between the police agency and Autotrim and Signs of Summerside. It was tweaked by the members and then released to the public, which has overwhelmingly supported it. The creative swirl of blue and gold striping is incorporated well with the white doors and actually steps outside the bounds of the door frames to incorporate its flow with the entire side of the vehicle.



Canada Border Service Agency

Under the general law enforcement category the Canada Border Services Agency has made a great effort at revamping and refreshing its image through the markings of its patrol vehicles. Using a base of white the inclusion of the gold and blue was executed well with the design and flow of the modern day vehicle. Its bold stepped out logo on a field of dark blue is augmented well with the full text bilingual name of the organization on the front quarter. This vehicle, fully equipped for prisoner transport, is reflective of the fully functional self sustaining law enforcement agency CBSA has become.



1st: Six Nations Police

The Six Nations Police Service is responsible for policing the roads and property of the Six Nations of the Grand River Territory of southern Ontario. Situated south of Brantford the ancestors of this community have been credited with effectively defending Canada during the war of 1812.

The services' 2013 Ford Taurus is white with red, yellow and black striping. A low profile light bar, LED strobes around the entire vehicle, front push bar and dash mounted front/rear radar finish off a police vehicle ready for work. The colours represent the four races of man, the black stripe forms a forward-looking eagle's head and "POLICE" is prominently displayed in large letters on both sides and rear. It was felt the style, colouring and unique artistic design conveys a message of strength and purpose to the community.

2nd: Blood Tribe Police, AB



3rd: Naskapi Police Force, QC



The Alberta Blood Tribe Police and Québec's Naskapi Police were selected second and third respectively for their effective combination of design, art, colour and identifiable markings. Both vehicles are based on the more popular black theme, which they have found effective with their unpredictable inclement weather conditions.



Calgary Police Service

Officer safety and visibility of a design will always be our most important factor in selecting winning designs but good photography goes a long way to showing off these designs. The Calgary Police Service enticed our judges with a series of interesting and creative photos.

While there are no "rules" in car photography, most vehicles look best as a front three-quarter view, shot from a relatively low angle. The tires should be cocked slightly toward the camera and be sure to clear mud, leaves or snow from the tire treads!

If your agency is our winning entry, we need vertical shots for our cover. (Vehicles look funny if they appear to be standing on end.) Don't be afraid to put your camera on its side and shoot vertical (portrait) alignments instead of horizontal (landscape) shots. Don't shoot too tight; give us room to crop. We can always turn a nice vertical shot into a horizontal for an inside page but it is very difficult to turn a horizontal shot into a vertical for our cover.

Resolution should be at least 2400 pixels wide by 3000 pixels high. Don't do any cropping or colour correcting; we have staff who are brilliant at that type of work.

Have your say about the January Automotive issue! Visit blueline.ca.

Submit your police vehicle pictures, with 200 words on the design and your full contact info to BestDressed@blueline.ca Any vehicle design that has not won may enter. Previous winners may resubmit if their design has changed significantly.



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MICHIGAN STATE POLICE

2013 POLICE VEHICLE TESTS



by Dave Brown

Police officers love traditional, full-size, V8-powered rear-wheel-drive sedans. The problem is, they won't be able to get them... at least not here in Canada. Ironically, the last of the great American rear-wheel-drive V8 sedans isn't even built in America anymore; it's built in Australia.

Canadian police agencies are going to have to contend with a selection of rear-wheel-drive, front-wheel-drive and all-wheel-drive mid-size sedans, an all-wheel-drive crossover or a big honking two-wheel-drive SUV.

The much-loved Ford Crown Victoria Police Interceptor (CVPI) is now out of production and stockpiles of new 2011 vehicles are dwindling fast.

The good news for 2013 is that the Ford CVPI is not going to be fondly remembered for long once officers get their hands on the new breed of police car. They are faster, safer and better in nearly every aspect, except perhaps interior room.

Even with all this selection, there will never be one perfect police vehicle for every agency. Choosing vehicles will always be a complex task. They act in a variety of roles – office, transportation, jailhouse, protection – for the officers out on the streets, and agencies all have differing priorities. No one car fits everyone.

This is why the highly regarded head-to-head testing by Michigan State Police (MSP) every fall is so invaluable in assisting agencies in making these important decisions.

Yearly vehicle tests

Every fall the MSP, in conjunction with the US National Institute of Justice (NIJ), test the handling and performance of every new police vehicle on the market for the coming year in back-to-back acceleration, braking and lap time tests. These tests are seen as the most comprehensive analysis of police vehicles in North America and the results are eagerly anticipated by officers and administrators alike.

The MSP publish the results on its web site at www.michigan.gov/msp and *Blue Line Magazine* is once again reporting the preliminary figures. Final figures and a summary of the results should be ready by the time you read this article.

VEHICLES

Police vehicles are evaluated in two categories: police-package vehicles (PPV) and special-service vehicles (SSV). Police-package vehicles are designed for the full spectrum of general police activities, including high-speed pursuit. Special-service vehicles are designed only for specialized duties such as canine units or for adverse weather conditions and not intended or recommended for pursuits.

13 vehicles were submitted in the PPV category for 2013:

- Chevrolet Impala 9C1 (3.6 litre V6);
- Chevrolet Tahoe PPV (5.7 litre V8);
- Chevrolet Caprice 9C1 (3.6 litre V6 and 6.0 litre V8 versions);
- Dodge Charger (3.6 litre V6 and standard 2.65:1 axle ratio);
- Dodge Charger (3.6 litre V6 and optional

- 3.07:1 axle ratio);
- Dodge Charger (5.7 litre V8 and standard 2.65:1 axle ratio);
- Dodge Charger (5.7 litre V8 and optional 3.06:1 axle ratio);
- Ford Police Interceptor sedan (3.5 litre V6, front-wheel-drive);
- Ford Police Interceptor sedan (3.5 litre V6, all-wheel-drive);
- Ford Police Interceptor sedan (turbo charged 3.5 litre V6, all-wheel-drive);
- Ford Police Interceptor Utility (3.7 litre V6, all-wheel-drive);
- Ford Police Interceptor sedan (3.7 litre V6, all-wheel-drive).

Here is the lineup of PPVs for 2013 (with preliminary figures from the 2013 MSP vehicle tests and additional comments from *Blue Line Magazine*).



As we predicted, GM went ahead with its decision to not sell the Chevrolet Caprice in Canada. Manufactured by the General Motors Holden plant in Elizabeth, Australia, the Caprice is a full-size, traditional body-on-frame, rear drive vehicle powered by a 6-litre V8 engine. It has acceleration and handling

figures that brought it to the very head of this market segment and a lot of officers were hoping for a return to a body-on-frame, rear-wheel-drive V8.



GM Canada offers us the choice of a Tahoe SUV in two-wheel-drive and the front-wheel-drive V6 Impala.

The big Tahoe has proven to be popular and reliable, selling in significant numbers. The Impala manages to improve every year and it is both fast and nimble. What it can't do is grow two inches of front shoulder space and suddenly convert to rear-wheel-drive (even though most of us admit that rear-wheel-drive sucks in the winter).



The current Impala is scheduled for a major redesign in 2014 and GM hasn't announced any plans for a 9C1 police version after May 2014.

Sales of the Caprice in the US have been disappointing but General Motors is not marketing it very aggressively. We really felt this was the optimum time to be pushing the Caprice but GM obviously has other plans. We highly doubt they are going to just roll down the shop doors and turn out the lights on the police market so it will be interesting to see what the General has up its sleeves.



Dodge still makes the most aggressive-looking police car on the planet. (In fact, one agency administrator is quoted as saying that the Dodge was "too aggressive looking" and went with the new Fords.)

The Dodge Charger Pursuit comes in two versions: a 3.6 litre V6 and a 5.7 litre V8 (with a choice of two final axle ratios in both models).

Since the new 2011 Charger, cockpit size and visibility are vastly improved over

earlier versions by an additional side window, a lowered hood line and windshield angle and a windshield cut back almost four inches further back into the roof line.

Dodge has worked hard to address some early problems. One of the biggest complaints was the short brake pad life. Dodge gave the Charger Pursuit some of the best brakes on the market but the cost was increased pad wear. It has now redesigned the compound for better wear and released the new pads for retrofitting on older versions.

An all-new Electronic Vehicle Information Centre (EVIC) communicates to the driver using a Thin-Film Technology (TFT) LCD display.



Ford surprised us. We thought a lot of agencies were going to wait and see how the new Fords worked out as police vehicles but initial sales, especially here in Canada, have been strong. Is it possible to take a Ford Taurus economy front-wheel-drive mid-size sedan and turn it into a police car by dropping the Taurus name, developing a police-calibrated all-wheel-drive drive train and splashing its image on every corner billboard?

Well, it seems to have worked. It is actually surprising to see how fast the Fords have caught on, especially considering it is tighter inside in every single dimension except rear legroom than the Chevrolet Impala.



Just based on interior dimension figures alone, we predict sales figures of the Police Interceptor Utility version, built on the new Ford Explorer crossover, may one day match and perhaps even exceed those of the Taurus-based sedan. (One large Canadian agency has already told *Blue Line* it is going exclusively to the Ford Utility SUV for general patrol duties.)

Mind you, if life starts to get boring, one can always take the AWD sedan equipped with the 3.5 litre EcoBoost V6 out for a spin and see what it is like to drive a police car with 115 more horsepower (365 versus 250) than the old Crown Victoria AND better gas mileage.

The Police Interceptor Utility test figures also show that it can hold its own with most other police cars when it comes to handling and acceleration and ergonomic numbers (which measure factors such as officer comfort

to ease of up-fitting equipment) show it is on par with the Chev Impala.

Early reports on both vehicles are generally positive, although some officers are uncomfortable with the lowered seat height needed to increase front headroom. In some cases, it almost feels like you are sitting on the floor.

While neither the sedan nor crossover are what we would label particularly roomy, we are looking forward to how both vehicles evolve as they mature. Who knows; maybe one day we might even see a Police Interceptor Utility with the 3.5 litre EcoBoost engine; now THAT would wake someone up!



Notable by its absence (yet again) is the purpose-built Carbon Motors E7. It's as good as dead in the water and instead of trying to find new financiers, Carbon Motors should call someone in to say last rites.

Blue Line has always viewed the company's business model as unworkable; no police agency is going to want a very small volume specialty police car that costs twice as much, needs to be kept twice as long to pay for itself and must be returned to the factory for any repairs. Styling is right out of a 1980s sci-fi movie and there is no possible way Carbon could have delivered on its overly optimistic mileage or curb weight figures.

The US Congress recently turned down Carbon Motors' request for a \$300 million loan and the City of Connorsville, Indiana is now trying to sell its empty factory space out from under the company to recoup environmental cleanup costs.

Carbon has been trumpeting its rah-rah-America line and promoting the built-in Weapons of Mass Destruction detectors in its cars, obviously in a failed attempt to sell Congress on the loan. Carbon might even roll out a prototype SUV version for 2013 but not one single inch of production line has been built; Congress ain't biting and neither are we. The E7 is dead.

THE TESTS

MSP and the NIJ's National Law Enforcement and Corrections Technology Center (NLECTC) test all the vehicles together over a three-day period at the Chrysler Proving Grounds and Grattan Raceway. Each is tested without rooftop lights, spotlights, sirens or radio antennas in place. Tires are original equipment rubber provided by the manufacturer.

Acceleration, braking and top speed tests are performed at the Chrysler proving ground and vehicle dynamics tests are done using the two-mile Grattan Raceway road course. (All dimensions and measurements given are in US numbers.)

THE RESULTS

Vehicle dynamics testing

The objective is to determine high-speed pursuit handling characteristics. Except for the absence of traffic, the two-mile road course simulates actual pursuit conditions, evaluating the blend of suspension components and acceleration and braking ability.

Four different drivers test each vehicle over an eight-lap road course, with the five fastest laps counting toward each driver's average lap time. Final score is the combined average of all four drivers for each vehicle.

Acceleration & top speed

The objectives are to determine the ability of each vehicle to accelerate from a standing start to 60 mph, 80 mph and 100 mph and to record the top speed achieved within a distance of 14 miles from a standing start.

Each vehicle is driven through four acceleration sequences, two in each direction to allow for wind. Acceleration score is the average of the four tests. Following the fourth acceleration sequence, each vehicle continues to accelerate to its highest attainable speed within 14 miles of the standing start point.

Braking

The objective is to determine the deceleration rate attained by each vehicle on twelve 60-0 mph full stops to the point of impending skid and with ABS in operation. Each vehicle is scored on the average deceleration rate it attains.

Each test vehicle makes two heat-up decelerations at predetermined points on the test road from 90 to 0 mph at 22 ft/sec² using a decelerometer to maintain rate. The vehicle then

turns around and makes six measured 60-0 mph stops with threshold braking applied to the point of impending wheel lock, using ABS if so equipped. Following a four-minute heat-soak, the sequence is repeated. Initial velocity of each deceleration and the exact distance required is used to calculate the deceleration rate. The resulting score is the average of all 12 stops. Stopping distance from 60 mph is calculated by interpolation of results.

Ergonomics & communications

The objectives are to rate a vehicle's ability to provide a suitable environment for patrol officers to perform their job, accommodate required communication and emergency warning equipment and assess the relative difficulty of installation.

A minimum of four officers independently evaluate each vehicle on comfort and instrumentation.

MSP

Communications Division personnel then evaluate each vehicle on the ease of installing equipment. A total of 28 factors are evaluated on a scale of one to ten and averaged among all the testers.

The final score is the total cumulative score from the average of each of the 28 factors, including seat design, padding, ease of entry, head room, instrument placement, HVAC control placement, visibility, dashboard accessibility and trunk accessibility (2012 figures).

Dave Brown is *Blue Line Magazine's* Automotive and Firearms editor as well as general staff writer. He may be reached by email at brown@blueline.ca.

Vehicle Dynamics Testing

Vehicles	Drivers	Average
Dodge Charger 3.06 5.7L	GROMAK	01:35.90
	ROGERS	01:35.48
	MCCARTHY	01:36.00
	SCHUTTER	01:36.80
Overall Average		01:36.05
Dodge Charger 2.65 5.7L	GROMAK	01:35.72
	ROGERS	01:35.60
	MCCARTHY	01:36.22
	SCHUTTER	01:36.52
Overall Average		01:36.02
Dodge Charger 3.07 3.6L	GROMAK	01:37.18
	ROGERS	01:37.12
	MCCARTHY	01:37.10
	SCHUTTER	01:37.82
Overall Average		01:37.30
Dodge Charger 2.65 3.6L	GROMAK	01:37.12
	ROGERS	01:36.34
	MCCARTHY	01:36.96
	SCHUTTER	01:37.92
Overall Average		01:37.09
Chevrolet Caprice 6.0L	GROMAK	01:35.36
	ROGERS	01:35.44
	MCCARTHY	01:36.08
	SCHUTTER	01:36.90
Overall Average		01:35.94
Chevrolet Caprice 3.6L	GROMAK	01:37.44
	ROGERS	01:37.52
	MCCARTHY	01:37.88
	SCHUTTER	01:38.10
Overall Average		01:37.74
Chevrolet Impala 3.6L	GROMAK	01:40.40
	ROGERS	01:40.10
	MCCARTHY	01:40.24
	SCHUTTER	01:40.94
Overall Average		01:40.42
Chevrolet Tahoe 5.3L	GROMAK	01:41.60
	ROGERS	01:42.06
	MCCARTHY	01:42.70
	SCHUTTER	01:43.24
Overall Average		01:42.40

Vehicles	Drivers	Average
Ford PI Sedan AWD 3.5L	GROMAK	01:39.24
	ROGERS	01:38.90
	MCCARTHY	01:38.64
	SCHUTTER	01:39.46
Overall Average		01:39.06
Ford PI Utility AWD 3.7L	GROMAK	01:40.32
	ROGERS	01:40.70
	MCCARTHY	01:40.72
	SCHUTTER	01:40.98
Overall Average		01:40.68
Ford PI 3.5L EcoboostAWD	GROMAK	01:35.88
	ROGERS	01:34.98
	MCCARTHY	01:35.40
	SCHUTTER	01:35.94
Overall Average		01:35.55
Ford PI AWD 3.7L	GROMAK	01:37.88
	ROGERS	01:37.24
	MCCARTHY	01:37.92
	SCHUTTER	01:37.82
Overall Average		01:37.71
Ford PI FWD 3.5L	GROMAK	01:38.58
	ROGERS	01:37.84
	MCCARTHY	01:38.22
	SCHUTTER	01:38.92
Overall Average		01:38.39

Fuel Economy

Vehicles Make/Model/Engine	E.P.A. Miles Per Gallon		
	City Label	Highway Label	Combined Label
Chevrolet Caprice 9C1 3.6L	18	26	21
Chevrolet Caprice 9C1 6.0L	15	24	18
Chevrolet Impala 9C1 3.6L	17	28	21
Chevrolet Tahoe PPV 5.3L	15	21	17
Dodge Charger 2.65 3.6L	18	27	21
Dodge Charger 3.07 3.6L	19	26	21
Dodge Charger 2.65 5.7L	16	25	19
Dodge Charger 3.06 5.7L	16	25	19
Ford Police Interceptor FWD 3.5L	18	26	21
Ford Police Interceptor AWD 3.5L	17	24	20
Ford Police Interceptor AWD Turbo 3.5L	16	23	18
Ford Police Interceptor Utility AWD 3.7L	16	21	18
Ford Police Interceptor Sedan 3.7L	18	25	21

Summary of Acceleration and Top Speed Testing

SPEED	Ford PI FWD 3.5 L	Ford PI AWD 3.5 L	Ford PI Utility AWD 3.7 L	Ford PI TC AWD 3.5 L	Ford PI Sedan AWD 3.7 L	Chevy Caprice 6.0L	Chevy Caprice 3.6l	Chevy Impala 3.6 L	Chevy Tahoe PPV 5.3 L	Dodge Charger 3.06 5.7 L	Dodge Charger 2.65 5.7 L	Dodge Charger 3.07 3.6 L	Dodge Charger 2.65 3.6 L
0-20 MPH (Sec)	2.00	1.96	1.95	1.48	1.86	1.63	1.89	1.91	1.96	1.69	1.72	1.84	1.91
0-30 MPH (Sec)	3.05	3.03	2.98	2.23	2.86	2.49	3.05	3.03	3.11	2.54	2.63	3.07	3.27
0-40 MPH (Sec)	4.33	4.41	4.34	3.14	4.19	3.47	4.24	4.12	4.47	3.50	3.54	4.30	4.57
0-50 MPH (Sec)	5.79	5.87	5.85	4.21	5.66	4.69	5.92	5.58	6.18	4.75	4.74	5.76	5.95
0-60 MPH (Sec)	7.62	7.86	7.96	5.75	7.53	6.03	7.79	7.22	8.04	6.08	6.12	7.70	7.82
0-70 MPH (Sec)	9.95	10.19	10.17	7.38	9.71	7.78	9.76	9.01	10.54	7.85	7.57	9.87	10.04
0-80 MPH (Sec)	12.37	12.66	12.74	9.08	12.09	9.68	12.62	11.76	13.47	9.95	9.45	12.42	12.47
0-90 MPH (Sec)	15.20	15.73	16.02	11.32	14.99	11.77	15.80	14.83	16.80	12.21	11.89	15.94	15.06
0-100 MPH (Sec)	19.04	19.64	21.13	13.77	18.62	14.28	19.21	18.29	21.07	14.61	14.39	20.05	19.50
TOP SPEED	131	131	132	150	132	154	146	149	137	149	152	141	141

Summary of Brake Testing

BRAKES	Ford PI FWD 3.5 L	Ford PI AWD 3.5 L	Ford PI Utility AWD 3.7 L	Ford PI TC AWD 3.5 L	Ford PI Sedan AWD 3.7 L	Dodge Charger 2.65 5.7 L	Dodge Charger 3.06 5.7 L	Dodge Charger 3.07 3.6 L	Dodge Charger 2.65 3.6 L	Chevy Caprice 3.6l	Chevy Caprice 6.0L	Chevy Impala 3.6 L	Chevy Tahoe PPV 5.3 L
Phase 1 Average Deceleration Rate	29.25	29.56	29.36	29.74	30.07	30.35	30.21	30.17	30.11	29.35	30.02	28.71	29.90
Phase 2 Average Deceleration Rate	29.30	29.61	29.06	29.76	30.32	29.65	30.05	29.82	29.72	29.61	30.33	28.49	29.47
Overall Average Deceleration Rate	29.27	29.58	29.21	29.75	30.20	30.00	30.13	29.99	29.91	29.48	30.17	28.60	29.68
Projected Stopping Distance From 60.0 MPH	132.3	130.9	132.6	130.2	128.2	129.1	128.5	129.1	129.4	131.3	128.3	135.4	130.5

Breaking the language barrier

by Chad Orydzuk

The Edmonton Police Service is helping the city's growing multicultural communities understand the role of police with a handbook that is available in 16 languages.

The Handbook for Strengthening Harmony Between Communities and the Edmonton Police Service was created this year to help members of Edmonton's diverse communities understand the role of police, explains what to expect if approached by police, and provides information on how to access police services. It also explains the rights and responsibilities of both community members and police officers.

"Building trust and strengthening communication with our diverse communities is an integral part to providing an effective police service for all citizens of Edmonton," said Natasha Goudar, Manager of the EPS Equity, Diversity and Human Rights Unit. "All people in Edmonton, regardless of race, culture,



language, or other factors, have a right to feel safe in their homes and to trust that police will protect them. The handbook helps to create an understanding between the diverse communities and the police, and hopefully a more positive experience and level of trust."

The handbook was created through

the collaborative efforts of the Edmonton Police Service, the Alliance Jeunesse-Famille de l'Alberta Society, The Family Centre, the Translation Bureau, the Edmonton Police Foundation, and Citizenship and Immigration Canada.

The Handbook for Strengthening Harmony Between Communities and the Edmonton Police Service is unique and was recognized by the UNESCO Canadian Coalition of Municipalities Against Racism and Discrimination as a "promising tool for the future."

The handbook is available in the languages of: Arabic, Dari, English, French, Hindi, Oromo, Pashto, Persian/Farsi, Polish, Punjabi, Simple Chinese, Somali, Spanish, Swahili, Tagalog, and Vietnamese.

For more information, please visit www.edmonton-police.ca/edhr.

NO TRIVIAL PURSUIT



So what is the real story on the Chevy Caprice?

by Morley Lyburner

For the second year in a row General Motors is making every cop in Canada feel like a little boy with his nose pressed up against the window of a closed candy store. You can look but you can't buy.

The Caprice PPV is actually a lightly modified version of GM's long-wheelbase Zeta sedans, marketed in Australia as the Holden Commodore and in the Middle East as a Chevy Caprice. GM offered ordinary Canadian consumers a shorter Zeta, in the form of the well liked but short-lived Pontiac G8, but it unfortunately died with the vapourization of the Pontiac line.

Only members of Six Nations Police (and one other mystery police service) know the true impact this car could make to Canadian police work. (We have invited Six Nations police to supply a review of the car.)

We went to a great deal of trouble last year to find out why GM will not sell or even speak to Canadian law enforcement about the Caprice. It wasn't that we weren't asking... they just ain't tellin'.

With numbers out of the Michigan State Police Trials seeming to indicate a very ergonomically competitive car, the decision to freeze out Canadian cops became even more mystifying.

Once again this year I called around to see what the problem is.

Some claim the vehicle is simply not

competitive. One source said the cost of bringing the Caprice in from Australia and re-tooling to left hand drive must be recouped from the biggest market – the US – before the price will drop. Apparently it simply can not match the price of the Charger, Impala and Ford.

This piece of intel falls apart at three levels.

- 1) Why not offer it to any Canadian agency willing to shell out the extra bucks? No one must stick to a lowest tender if the toy fits the agency's needs.
- 2) The car's higher price tag will likely also command a higher trade-in or resale value.
- 3) One agency reports it's switching its entire fleet over to SUVs, which means the reasons for changing the RFP have been met and obviously price is not a factor – unless the Caprice costs more than a Ford Explorer or Chevy Tahoe. Highly unlikely.

After a year of digging, my theory is that the reason is simple. The Caprice is made in Australia and the Impala in Canada. The answer comes down to industrial and political intrigue that sidelines Canadian police. No Caprice here unless it's made here. Too bad... but hey, maybe its okay for Canadian policing to do its part for our economy.

To confirm my suspicions, I e-mailed the top ranks of the Canadian Auto Workers union:

I am looking for information about why GM does not permit the Australian made Caprice into Canada for sale to Canadian police. We have been making a lot of inquiries and no clear answer as yet.

After about a year of research we have come to the conclusion that the Caprice is being kept out of Canada because the Impala is still made in this country and this is the preferred car to sell to Canadian cops (even if they don't buy it.)

I would like someone to give us some feedback from the CAW perspective. No response will indicate to us these facts are correct.

I received this answer the very next business day:

Mr. Lyburner

The CAW Procurement Policy is that we demand governments buy vehicles built in this country. It is a simple policy as it is Canada's economy that depends on these manufacturing jobs and in turn taxpayers money that is used to purchase these vehicles.

Too many times the federal government uses taxpayers money to purchase foreign-made vehicles. It does not make sense. We have lost too many manufacturing jobs to other countries through unfair trade laws. We want fair trade, not free trade.

Do you see other countries buying our vehicles supported by their government? I think not.

The Impala is a great vehicle and there are other vehicles built in this country that would serve our police services well as they have for many years.

Keith Osborne

*National Representative
Canadian Auto Workers.*

Finally an honest answer. The long and short of it is Canada will not have Chevy Caprices until the Australian branch of GM licenses the vehicle for manufacture in Canada or the United States.

Now let's take another look at those Impalas. GM and the Canadian Auto Workers say they want you to buy these cars to save jobs... We got a quote back from GM Fleet sales for Canada... "we are limited with product."

Bottom line here is that Chrysler and Ford are all that's left that will be interested in your business.

The Chevy Caprice in action

by David N. Smoke

The Six Nations Police Service has always struggled with finding the most appropriate patrol vehicle for its policing needs. With approximately 100 square miles of territory, including paved and tar and chip roads, open fields and tens of miles of bush lot and trails, "patrol" can include any, or all, of these areas.

Four wheel drive SUV's and pickup trucks are used to navigate most off road areas. ATV's have also proved useful but not as much as one might think. Marked patrol cruisers handle most road patrols, which can include anything from driving to and from calls for service, escorts, parades, traffic enforcement and suspect apprehension pursuits.

Cruisers have included late '80s and the more streamlined '90s Chevrolet Caprice Classics, a Chevrolet Impala, Dodge Charger and several Ford Crown Vics. Our 2012 Police Package Caprice is black and outfitted with "ghost striping," making it stand out from the rest of the fleet.

The unique thing about the new Caprice is that Six Nations is the only known Canadian police service to have one and use it daily for patrols. The service is proud of its history of being "the first" in many aspects of First Nations policing and policing in general.



The Caprice has many pros and very few cons. From the administrative perspective, it was an easy choice after Ford stopped producing the Crown Victoria. The Caprice was comparable in price and though it appears small on the outside, is comparable to the other cruiser choices in interior driver compartment space. Its interior accommodates Six Nations officers ranging from 5'5" to 6'7" tall.

Working with the local Chevrolet dealer, getting the Caprice from Australia to the United

States and then to Canada was accomplished in a timely fashion, as promised. It arrived in the summer of 2012 and was outfitted with the striping, low profile light bar, LED strobes around the entire vehicle, front push bar, dash mounted front and rear radar antennas, 18" wheels and a 355 hp V8.

The concern that the Caprice was going to be too small for most officers was quickly alleviated once it was driven. It has quickly become the new favourite car to drive. Officer feedback has been nothing but favourable. Comments include "it looks cool," "easy to get in and out of," "comfortable to sit in," "lots of legroom and headroom," "handles great on the straightaway and when cornering" and, of course, "it's fast."

From a maintenance perspective, the Caprice is comparable to any other vehicle in the police fleet. The one drawback is that parts have to be ordered and shipped from the US through the local Chevrolet dealer. Consequently, officers are reminded that the vehicle is not for off road use.

The only other drawback so far is that the service can't get any more Caprices – for now, at least.

David N. Smoke is an A/Staff Sergeant with the Six Nations Police Service. He may be reached by email to DSmoke@SNPolice.ca.

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Nitrogen-filled tires

The biggest consumer scam in decades

by Dave Brown

It's been an interesting week. A Nigerian prince is giving me part of his fortune if I help him smuggle it out of his country. All he needs is my banking information. Now my local garage wants to fill my car tires with nitrogen.

I'm going with the Nigerian prince.

Blue Line Magazine began researching the issue of filling tires with nitrogen instead of air when we were asked about the possible benefits for police vehicles. The answer is... there are no benefits.

Nitrogen has only one purpose – to pad the bottom line of dealers and tire shops.

There is absolutely no scientific basis for claims of its benefits and most so-called “studies” turn out to be performed by the very companies who supply the equipment to garages.

You're better off sending your money to Nigeria; at least they don't try to snow you with junk-science before they rip you off.

Nitrogen-filled tires became trendy when people found out race teams and airlines fill their tires with nitrogen because it's more stable in extreme temperature changes. Companies suddenly sprung up to flog what is essentially a compressed gas version of snake oil and garages and tire retailers quickly hopped on board, looking for anything that would increase profit margins.

Large aircraft tires are filled with nitrogen because they can go from minus 100 degrees to plus 200 degrees C in seconds; nitrogen is less prone to expansion and contraction during these ultra-wide temperature variations. On an aborted landing, hot aircraft tires must fit into tight wheel wells with only fractions of an inch to spare.

Nitrogen is manufactured as an inert gas; air in an exploding aircraft tire would tend to increase combustion to a nearby fire while nitrogen would tend to decrease combustion.

Car tires never experience such extreme temperature variations so why are so many people suckered into paying for what is essentially filtered air?

Sellers use pseudo-scientific language that relies on people discarding common sense. The most common argument, “nitrogen molecules are larger and nitrogen-filled tires



are less prone to leakage,” makes no sense. Anyone who tries to tell you this has absolutely no concept of the size of a molecule. I wasn't always awake in physics class but I do remember that 10 million molecules take up less space than the period at the end of this sentence. Saying bigger molecules are less prone to leakage would be like saying one could empty the St. Lawrence faster with a coffee cup than with a thimble.

In fact, nitrogen molecules are only 3 per cent larger than oxygen molecules (they are side-by-side on the periodic table.) Air is comprised of 78 per cent nitrogen, 21 per cent oxygen and one per cent other gases. The purest form of nitrogen one could conceivably manufacture outside a laboratory is about 95 to 98 per cent nitrogen so essentially they're selling plain old air.

Even if it was true that nitrogen molecules leak less than oxygen molecules, I still wouldn't need to fill my tires with expensive nitrogen; I'd just have to wait a few weeks for all the oxygen molecules to leak out and I'd be left with pure nitrogen – for free.

Some people know nitrogen may have only marginal benefits but feel it can't hurt because it didn't cost them anything. “They put nitrogen in my new tires for free.” Trust me, nothing is free. Those lime green valve caps, the 25 cents worth of nitrogen and a huge profit margin were all built in to the cost of the tires.

Blue Line asked a pro racing driver why race teams use nitrogen. He explained how the handling of a lightweight race car can change drastically with only tiny differences in tire pressure. If nitrogen offers even the slightest advantage at race speeds, they will take

it. “Besides,” he said, “nitrogen tanks show up at our pits all shiny and clean and filtered. We know it doesn't make the slightest bit of difference even at the speeds we run but it is there for us and we don't have to do anything.”

If your average garage doesn't filter or properly maintain its air compressors, what makes you think they will keep their nitrogen tanks in pristine condition?

Several garage owners we talked to admitted nitrogen offers no benefits. Asked why he sells it, one owner simply said, “Competition. If the store down the street puts it in all their tires, we need to as well. We can tell customers they are just as good standing in the middle of a street tearing up ten dollar bills, but if they insist, we put it in.”

Not every garage agrees. One Winnipeg tire retailer refuses to sell nitrogen. “We think it's not just a waste of money, it's dangerous. Those green valve caps give people a false sense of security.”

The next time your service station tries to sell you on the benefits of nitrogen by saying it improves mileage, point out that it is properly-filled tires that save fuel and improve handling. It doesn't matter if they are filled with air, nitrogen or cow flatulence; 35 psi is 35 psi.

So what colour are your valve caps?

“Nitrogen? We love that stuff!” one local garage owner said. “It's our inside joke. When we see those green valve caps come through our shop door, we know we can sell that person ANYTHING!”

Dave Brown is *Blue Line Magazine's* Automotive and Firearms editor as well as general staff writer. He may be reached by email at brown@blueline.ca.

Truth-focused interviewing

Interviewing and risk management

by Kevin Byrnes

The writers and producers of shows such as the Crime Scene Investigation franchise would have you believe that almost all crime is solved by way of collecting and analyzing physical evidence. A dust sized particle leads the intrepid investigators inexorably to the accused, who is quickly arrested and instantly confesses.

While I would never belittle the important role played by my brothers and sisters in forensic identification the majority of crime is, in fact, solved through interviews. Toward this end it is essential to get a full, truthful and uncontaminated account from all persons who have knowledge of a crime.

This is where *Truth-focused interviewing* comes into the picture.

It is only when all the players are interviewed in a non-judgemental atmosphere where it is clear that the interviewer is focused on getting to the truth that the full story will come out. In my mind, one of the key roles of interviewing all involved, including victims, witnesses and suspects, is not only to ensure the guilty are charged but to prevent innocent people from being unnecessarily put before the courts.

As a domestic violence investigator this is a very useful skill as many domestics are reported by third parties who have witnessed an incident which, from their perspective, appears to have been an offence. When police intervene the participants are often unwilling to share their story due to a number of factors. Victims do not want to speak with police because it's felt they will only hurt their spouse (the probable bread winner), who they do not want to be charged.

The suspect or accused will not generally speak because their counsel's advice is invariably to exercise their right to remain silent. In most cases this will lead police to proceed with the limited information they have and charge the accused. They will eventually be released on conditions restricting their behaviour, splitting up their family, leaving them needing a place to live and causing them endless shame with family and friends. These conditions will likely remain in effect until the matter is dealt with in court, which could take a year or more.

From an organizational risk management point of view, there could be liability issues if no attempts are made to obtain the required information. If, however, efforts are made to obtain statements from all persons involved using the methods outlined in a truth-focused interviewing technique, it is much more likely the full story will come out. Innocent people will not be put before the courts and placed on court imposed restrictions to their freedom.

It is my practice to interview everyone, regardless of their initial reluctance. It has been my experience that once you establish rapport and trust with someone and create an atmosphere where only the truth is important, they will speak with you.

In late November 2010, uniform officers

on a domestic violence call found a broken kitchen chair and were told the wife threw it and a piece broke off and hit her husband. This information came from a friend who was in the next room when the events unfolded. They arrested the wife for mischief and assault with a weapon. This was the correct action to take given the information they had at the scene.

I convinced the husband to provide a sworn video statement during which he told me the chair was already broken so we could not charge his wife with mischief. The husband said he was entering the room without her knowledge when the chair part hit him so there was no intent to commit an assault.

I advised him that if his wife told the same story, she would be released without charge. The wife started off by saying that the lawyer told her not to talk to police. My partner took the time to take a cautioned statement and the wife independently gave an account very similar to what her husband had said. After being told she would be released unconditionally, she broke down in tears and told the officer about the years of physical and sexual abuse she had suffered. The husband was arrested, charged and eventually plead guilty.

In this particular case, not only did we keep from sending an innocent person into the court system as an accused but we also allowed her

to open up about the abuse she had suffered.

Although this is an extreme example, it is not one of a kind. There have been a number of cases where officers acted properly given the information they had and implemented the mandatory charge policy in domestic violence situations. Once the cases came to the attention of our office, the victim, accused and any other witnesses were interviewed, resulting in no charges being laid. In other cases we were able to decide on the most appropriate charges and whether it was appropriate to release the accused after their interview.

These situations are good examples as to why continually improving one's interviewing skills is so important in today's policing environment.



Kevin Byrnes is an experienced police investigator, dynamex speaker and author of the book *Truth-focused Interviewing* published by Canada Law Book. Kevin will be lecturing on this subject at the **Blue Line EXPO** training sessions in April 23 and 24th. For info or and course registration go to www.blueline.ca/expo or phone 1 888-640-3048.

The advertisement features a close-up portrait of Chief Joel Hurliman, a man with a mustache, wearing a dark uniform. The background is slightly blurred, showing what appears to be a flag. The text is overlaid on the image. At the bottom left is the AMU logo, and at the bottom right is a police badge.

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Policing is *NOT* a customer service profession

by Richard Neil

We have taken the philosophy of customer service (a square peg) and repeatedly tried to force it into the law enforcement profession (a round hole). This was a well intended idea taken from business that someone tried to make work for law enforcement, and it has continued to spread.

The problem: police officers don't have customers. We swear an oath before God to uphold the laws of the land. That is our solemn contract with society, not a customer service policy.

The following example is from a company that provides its "Law Enforcement Customer Service" course to hundreds of agencies across the United States.

Customer service goals for law enforcement officers

"Play: Creating a law enforcement environment where employees and the public can thoroughly enjoy themselves." (I failed this goal daily when on patrol and usually as an investigator... well, let's just say every day.)

"Make their day: Is about doing something special for customers and co-workers. The idea is to give another person a gift they don't forget and feel good by giving it." (Was the gift that first came to your mind a good example of customer service? No? Me either.)

The best known saying in the customer service industry is "The customer is always right." That means you do whatever it takes to make people happy with your company so they will buy and hopefully come back again and again. This square peg of the customer service philosophy will never fit into the round hole of policing. As the guardians of justice, we daily enforce the law on drunk drivers, wife beaters, burglars, child molesters and murderers. Do we want to earn their repeat business? Are they always right? Heck, are they ever right?

Should officers focus on customer service when approaching a wife beater? "Hello sir, I see that you found the need to brutally assault your wife today. I hope I can create an environment that allows you to thoroughly enjoy yourself during your attempt to resist me and the uncomfortable arrest process."

Drunk drivers would also be treated quite differently. "I see you have shared a 12 pack with some of your buddies. No wonder you had trouble staying on the road. Please keep this mouthpiece from your breathalyzer test as a gift and I will drive us from here – so you don't spill any more beer. I hope you call on our agency again the next time you decide to create a risk to society."

Ask agencies which have taken this train-



ing – and the company which sold them the goods – and they will likely say my examples are ludicrous and officers wouldn't worry about meeting the goals in these situations. I agree but that means we're not a profession that should be focused on the business philosophy of customer service; it doesn't fit the needs of the communities we serve or our officers. You can change the definition of customer service for your agency but it will always have "the customer is always right" perception attached – regardless of what is said or written.

I know some readers disagree, and you're welcome to chuck my opinion out with the morning trash. The reality is, I am married with two kids in their twenties, so I am reminded that my opinion sucks all the time – I will be okay.

The customer service mission of one California police department states, "We create a quality customer service environment by providing safety, service and support for everyone." Why even add "customer service" to the mission statement?

Let's survey the people given speeding tickets or arrested by California's finest in this city. How many would say, "I was provided quality customer service when the officer issued me a ticket," or "I was given great support as the cop hauled my butt off to jail." That wouldn't be my first response – and I like cops. The fact is that when we stop a "customer" for speeding, they are never "right." They were wrong or we would not have stopped them in the first place. It just doesn't fit the philosophy we use.

Another common tag line I found within

these policies: "Customer service is an overall approach to the way we conduct business..."

Calling police work a business is another mistake. People applying to Costco, GM, or United Airlines are interested in working for a business – organizations with a fundamental goal of making a profit by satisfying every customer through some product or service. The people of character drawn to serve as police officers are not interested in joining a business team. They want to serve society as a worthy protector. Our profession is not filled with business-minded individuals but with people protectors and law enforcers by the very oath they take.

Some people will misinterpret my viewpoint on how police should interact with citizens. I firmly believe officers should treat everyone with the utmost respect whenever possible and serve their communities with a focus on integrity and equality. I don't even like it when a cop uses profanity without a specific purpose. I'm a bit of a Boy Scout, but I don't think adding unneeded goals, guidelines, or philosophies benefits anyone.

Wikipedia defines customer service for us:

The provision of service to customers before, during and after a purchase. Customer service is a series of activities designed to enhance the level of customer satisfaction – that is, the feeling that a product or service has met the customer expectation. The perception of success of such interactions will be dependent on employees "who can adjust themselves to the personality of the guest." Customer service plays an important role in

an organization's ability to generate income and revenue.

We definitely need to focus on areas of this definition but other parts should have no bearing on our profession. We have all been to domestic violence calls where the husband was arrested for assaulting his wife but both ended up hating us for life. Even though we were passionate and protected the woman, she wouldn't co-operate, threatening and even attacking us when we refused to release her loved one. We can never meet the expectations of customer service in such a circumstance.

Violence is sometimes the only answer

I once gave a prevention presentation on bullying at a local middle school. It was the perfect environment for customer service philosophies to flourish. A worried 12 year old girl and several of her friends approached me after my talk. They had seen a recent news report where we arrested a high school student who was planning an attack and the reporter mentioned several other school shootings. Unlike an adult, she got straight to the point with her question.

"Officer Neil, if someone comes into our school and tries to kill all of us, will you try to kill them first?" I thought she deserved an honest answer in return so I replied, "Yes, I will kill them." Not the type of question you will hear at the customer service desk at Wal-Mart or Home Depot.

She seemed somewhat relieved by my answer but next questioned my abilities.

"What if they are, like... really prepared? How do we know you can win?" I gave her a short repertoire, as if I were applying for a crack commando unit. "I was an infantry soldier in the Army before serving the last 15 years as a police officer. I can hold my own in a fight."

She huddled with her friends and it was obvious something still bothered her. I was about to give her some references to call when she turned and posed her final question.

"What if it's another student that is shooting at all of us? Can you really kill a kid?" No parent ever had the guts to ask me such a question, but leave it to a sixth grader to push the limit. I replied without much thought - my responsibilities to protect other people's children were clear and I had already decided what to do long before that day.

"Please understand, I don't want to hurt anyone, but I am a father of two children and I swore an oath to God Almighty that I would protect you with my life. Yes, I will kill them. I am, like... really, really prepared."

The girl smiled and her friends perked up.

"Very good, thank you officer," she replied and they headed off to the cafeteria for lunch.

The principal overheard the conversation and had his own worries about the subject.

"I thought that was about to go really bad and you were going to have a cry-fest on your hands. I couldn't believe they left happy,

but I have to admit, I felt relieved when you said you would kill anyone who would try to shoot up my school. I guess it was the same for them. We just needed to know that you are willing to do what the rest of us cannot."

The sixth grade girl didn't think I should worry about treating an active shooter as a customer. She wanted him dead, even if he were a fellow student. That 12 year old didn't want me to focus on customer service but on protecting my community with my last breath. She understood that there were times when awful things are done to people in the name of justice and, strangely enough, that made her feel safe.

Our philosophies and policies should

include courage, integrity and large helpings of respect, but the awful things that we are required to do will never fit neatly into a customer service philosophy.

We should see people as citizens we have sworn to protect and serve - not customers. They will be better served if we don't try to fix policing by hammering a square peg into a round hole.

Richard Neil created www.LEO-Trainer.com, a web site dedicated to law enforcement training resources, and wrote *Police Instructor: Deliver Dynamic Presentations, Create Engaging Slides, & Create Active Learning*.

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The “how stressful is my job” sweepstakes

Although I have a bunch of part time contracts, commitments and projects I am largely self employed these days. Working for yourself has its advantages, but also some disadvantages. You don't have a boss or bureaucracy to blame stuff on, for example. Mind you, you also tend not to have coffee breaks with groups of co-workers, which is when one most likes to itemize those shortcomings. Talking to yourself about your own personal failings just isn't as much fun as trashing your boss.

I was recently reviewing literature about stress in various types of public safety employees. Guess what they're most likely to identify as a major source of stress? I'll give you a hint: poor food in the cafeteria did not make the top 10.

Worrying about getting hurt by scary bad guys is pretty high on the list – likely no surprise to anyone – but right up there with the stress of worrying about having your nether regions handed to you on a platter are more generic workplace factors. Poor communication with higher-ups, unreasonable management expectations, lack of control over the work environment, role ambiguity and conflict (e.g. “what exactly am I doing here?”) and perceptions on unfairness in the workplace all make the list.

Sound familiar? While there are no doubt some unique stresses associated with policing, like most professions the stress level varies across people, organizations and locations. Is

policing inherently more stressful than other jobs? That's not an easy question to answer.

The American Institute of Stress says that it is often asked to make lists of the most and least stressful occupations but notes the rankings have little importance.

“It is not the job but the person-environment fit that matters. Some individuals thrive in the time-urgent pressure cooker of life in the fast lane, having to perform several duties at the same time and a list of things to do that would overwhelm most of us – provided they perceive that they are in control. They would be severely stressed by dull, dead end assembly line work enjoyed by others who shun responsibility and simply want to perform a task that is well within their capabilities.”

It also notes that the level of stress can vary significantly even within a given profession. The stresses that a police officer or high school teacher working in an inner city ghetto are subjected to are quite different from those experienced by people in the same occupation but working in a quiet middle-class suburb. As a result, sweeping generalizations are not particularly useful or informative (<http://www.stress.org/workplace-stress/>).

This issue of “fit” is, of course, one of the reasons we do pre-employment psychological assessments on police candidates. Just because you can leap high buildings in a single bound does not mean you are the definitive police candidate.



But really – aren't you just dying to know how you rate in the “how stressful is my job” sweepstakes? I can't really answer that question with any degree of accuracy – but I can answer a sort-of related question: in terms of mental health, are there any risky occupations and industries? The answer appears to be “yes.”

A few years ago, Alain Marchand¹ of the School of Industrial Relations at the University of Montreal looked at 77,377 workers engaged in 139 occupations and 95 industries in Canada to see who was at greatest risk of having mental health problems. He actually identified ten occupations and nine industries where there was an increased risk – and ten occupations where mental health problems were less frequent than the average.

This is a quiz: before you read any further, write down your best guesses. Ready?

The occupations with the LOWEST risk of mental health problems are:

1. Managers in art, culture recreation and sport;
2. Managers in primary production except agriculture (I have no idea what this means);
3. **Police officers and firefighters;**
4. Optometrists, chiropractors and other health professionals;
5. Legislators and senior management;
6. Managers in manufacturing and utilities;
7. University professors;
8. Human resources and business services professionals;
9. Policy and programs officers, researchers and consultants;
10. Supervisors, processing occupations.

The highest risk:

1. Trades helpers and labourers;
2. Cleaners;
3. Logging machinery operators;
4. Train crew operating occupations;
5. Labourers in processing and manufacturing;
6. Public works and other labourers;
7. Crane operators, drillers and blasters;
8. Machine operators in textile industries;
9. Assembly related occupations;
10. Machine operators in fabric, fur and leather products manufacturing.

Who knew?!?!? If there is one thing you

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can learn from this list, it's that trying to figure out stuff like this is very difficult. Also, if you are having a mental health problem, it hardly matters whether you are in a high or low risk group.

The purpose of this diatribe is to try to keep some perspective on the topic of stress in the workplace. There is no doubt that police officers are likely to be exposed to some kinds of stress – like critical incident stress – much more than other workers. (I have it on great authority that art museum curators are rarely exposed to unexpected deaths – except those that occurred a gazillion years ago in ancient Egypt).

On the other hand, there are some sources of stress that police officers are rarely exposed to compared to other occupational groups. Consider this list of factors commonly associated with a higher level of workplace stress:

- Travel;
- Outlook/growth potential;
- Income;
- Deadlines;
- Working in the public eye;
- Competitiveness;
- Physical demands;
- Environmental conditions;
- Own life at risk;
- Meeting the public.

Using this list, jobs like freelance photographer and lumberjack rate much higher. (I assume this means freelance photographers who go to war zones, not the ones who take your kids' school photos – although, depending on your kids...) For all the physical demands and

risks involved in policing, there is also good pay and dependable work. You generally do not have to travel a whole lot or worry about getting laid off.

What's the take home message? Who knows. Aside from the fact this was all very interesting, I am not sure it matters. Personally, I think the take home message is that we are all people first and whatever occupation later. I don't think we do ourselves any favours by sitting around thinking "OMG, my job is stressful and it is only a matter of time till I self destruct and it is my boss's fault."

We also don't do ourselves any favours by pretending we are tough cookies and could never be affected by stress or have a mental health problem. Regardless of whether you are a police officer, psychologist or tree planter, it is worth remembering that about 20 per cent of people will at some time have a serious mental health problem.

A little prevention, introspection, coping, asking for help if we need it – all good. If you are an employer/boss type person, whether in policing or carpentry, a little attention to generic workplace factors – and the reality of mental illness – is also a good idea.

¹ From the International Journal of Law and Psychiatry, vol 30 pp 272-283, 2007.

Dr. Dorothy Cotton is Blue Line's psychology columnist, she can be reached at deepblue@blueline.ca



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The evolving identity of the police officer

Do you remember what you were like when you became a police officer? Maybe it was last year; maybe it was 30 years ago. How does this person compare to who you are today? If you joined last year, chances are you are not drastically different – but I would bet you are different.

Police work changes people. It doesn't stop there. It changes the people around you too – your family, friends, sometimes even your neighbours. I noticed this when I joined but was aware of it even as a child. My family wasn't like other non-police families. For some reason, unbeknownst to me at the time, my dad needed to know the last names of my friends and their parents and what street they lived on – but I digress.

Research confirms police work changes people and it doesn't take long for the changes to begin. A study of new police officers shows personality changes begin at the recruitment phase, are more pronounced after two years on the job and substantially more so at the four-year mark.¹ Researchers found officers rated higher for depression and vulnerability to addictive behaviours. The results suggested



officers were at heightened risk for stress-related physical complaints and substance abuse after a mere four years of service.

One of the most troubling changes is the tendency for police officers to begin narrowing how they define themselves. On entering policing, officers typically possess multiple identity roles – they are not just police but also identify as parents, partners, friends, community members, members of sporting teams, etc. As they spend more time in policing, these other roles tend to fade behind the ever-strengthening police role. It is not “what you do,” it is who you are.

This trend is troubling for a number of reasons. First, when you narrow how you come to identify yourself, you also narrow your problem-solving skills. For instance, when an officer encounters a personal dispute with someone, perhaps a spouse or partner, they will likely call upon the police role to resolve the conflict. Most spouses/partners would not be particularly receptive to this kind of interaction. In fact, a colleague conducted a study of police partners who complained of feeling that the family was being “policed” at times.

Narrowing one's identity to the singular police role can be even more troubling when an officer loses his or her status. This could very easily happen through retirement, injury, illness or involuntary resignation. If all you are is a police officer and that is taken away, what is left? Cops have relayed to me that they couldn't bear to leave policing because they would go from “hero to zero.” No one wants to feel like a zero. This is one of the reasons behind the heightened suicide risk and rapidly declining health of recently retired officers.

So, what do we do with this information? Are all officers doomed to feel like zeros? Absolutely not! Awareness precedes change. I encourage you to take stock of the various roles you currently play in your daily life. Compare this information to when you first became a police officer. Do you notice you have stopped doing certain hobbies you enjoyed or have withdrawn from other non-police activities or people? If so, make the commitment to return to them. Perhaps join a baseball league or running club, reconnect with an old friend or return to the relationship rituals you shared with your partner that have fallen to the wayside.

Sometimes it helps to ask those close to you, your non-police family and friends, how you have changed since becoming an officer. Ask them if there is anything they miss about the “old” you or the way the relationship used to be before you joined.

Armed with this information, you can reconnect with all the other parts of who you are. I encourage you to be vigilant in maintaining all of the roles you play by routinely taking stock of how you spend your time. Having a well-rounded life, filled with multiple roles, will promote your resilience and overall quality of life.

¹ Beutler, L. E., Nussbaum, P. D., & Meredith, K. E. (1988). “Changing personality patterns of police officers.” *Professional Psychology: Research and Practice*, 19(5), 503-507.

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New gun laws deferred amid concerns



by Tony Palermo

The long-delayed amendments to the Canadian Firearms Marking Regulations, set to take effect Dec. 1, 2012, have been deferred again for another year.

“In order to allow for consultations regarding amendments to the marking regulations, the government intends to defer the UN regulations rather than bringing them into force at this time,” said Jean Paul Duval, a spokesperson with Public Safety Canada (PSC).

The revised regulations, which have been put off and revised several times since first announced in 2004, were again raising eyebrows among law enforcement officials, the very people the government said the regulations were designed to help.

According to a regulatory impact analysis document published in the Canada Gazette on October 13, 2012, the new regulations were supposed to address “the gap which has emerged with the abolition of the long-gun registry.” It goes on to say that the proposal ensures “that all firearms continue to be marked to facilitate firearms identification, including crime gun tracing by law enforcement.”

“Our government is focused on effective solutions to tackle crime, not billion dollar boondoggles,” says PSC spokesperson Julie Carmichael. “What we will not do is establish a wasteful and ineffective long-gun registry that the CBC

estimated cost \$2 billion.”

The long-gun registry was an effective tool, some police say, and suggesting the new marking regulations ensure effective crime gun tracing isn't entirely accurate.

“Certainly, the more information we have, the better, says Det/Insp. Patti Dobbin of the OPP's Provincial Weapons Enforcement Unit. “But tracing? With the abolishment of the long-gun registry, now police can only trace the non-restricted firearm, by way of its serial number, back to the manufacturer and possibly to what individual or business the firearm was distributed to for retail sale.”

The government's own regulatory impact analysis document also concedes the new marking regulations are of limited use in tracing crime guns, noting that “with the repeal of the registration of non-restricted firearms and the loss of the ability to link markings with public ownership records (i.e. registry data) and the absence of business record-keeping requirements, the markings are only of limited use in the tracing of non-restricted firearms used in crimes.”

As it stands, prohibited and restricted firearms must be registered and to register them, they must bear identifying data like a serial number – but since the long gun registry was abolished and non-restricted firearms no longer need to be registered, under the previous regulations, they technically no longer needed to be marked as well.

The new regulations aimed to fix that loop-hole. In part, they required that firearms manufactured in, or imported to, Canada have a serial number, manufacturer name and other markings required to distinguish them from other firearms permanently stamped or engraved on the frame or receiver.

Tracing capabilities aside, visibly marking all firearms sounds like a good idea but police are concerned that the new regulations exempt certain firearms from the marking requirement. They stipulate that rare or unusually high-valued firearms are exempt from needing to be marked – but don't specify a means of qualifying what constitutes a rare or unusually high-valued firearm, leaving it open to interpretation.

Another consideration is that most reputable manufacturers already mark their firearms – and according to the same government impact analysis document, there are no plans to enforce the regulations for those who fail to meet the required marking standards.

As Dobbin says, at the end of the day, without any sort of penalty to enforce for those who fail to meet the required marking standards, it provides the opportunity for untraceable firearms.

Tony Palermo is *Blue Line Magazine's* correspondent for the Eastern Ontario & Western Québec region. A freelance writer and former federal corrections officer, he welcomes all e-mails and stories of interest at tony@blueline.ca.

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Concept – The next step to “professionalization” of policing.

A nationally recognized and fully implemented policing skills certification program, with accreditation programs/processes to ensure agency training delivers the appropriate skills acquisition and qualifications.

Issue – Absence of certification/accreditation programs in the policing/security sector.

Although policing in Canada began more than 140 years ago, it is not readily recognized as a “profession.” The perception that policing “is a blue-collar job and my parents don’t want me to make a career in the trades” was common in a recent survey of youth attitudes toward policing.

In a sector with certified professional partners and stakeholders, the absence of certified “police professionals” doesn’t go unnoticed. The context for increased “professionalism” is clear.

- The cost to taxpayers – 11 jurisdictional silos and 202 policing services reinventing workforce management practices and processes.
- The contribution police should be making to the social policies being developed by “professional” partners in education, health and social services, etc.
- Transformations in the social, political and economic environments in which policing and security services are delivered.
- Workforce management efficiencies/benefits through recognized/formalized occupational standards.
- The benefits of certification to career management and labour mobility.
- The significant efficiencies provided by common training standards and standardized curriculum.
- The need for “defensibility” before the courts for training methods and results.

- The importance of progressive and accredited (qualified) instructors and learning institutions delivering curriculum against standards of excellence.
- Auditing/evaluating and modifying learning products and services to meet increasingly complex service demands

Rationale – for a move to certified “professionalism,” making the career more attractive.

Wikipedia defines the criteria for “professionalism” as “expert and specialized knowledge in a field... a high standard of professional ethics, behaviour and work activities.”

One of the federal government’s five priorities is its “law and order” agenda. With that comes an implicit expectation that police, security workers and management have the qualifications and competencies to do the “right job right,” are compensated at the appropriate level and able to develop and communicate a “performance story” on the money Canadians invest.

For many years, the Police Sector Council (PSC) has been researching, developing and implementing a vision of well-managed and high-performing police and security workforces. The federal government (HRSDC) has been the primary partner, investing over \$4.5M over the past four years for a series of strategically planned and future-focused projects designed to:

- Examine the “work” of policing;
- Examine the requirements of a qualified, mobile and professional workforce; and
- Develop and implement occupational standards for policing/security roles.

The main tenet of the council’s vision has been improving, sector-wide, the four critical strategic workforce management “pillars” – recruitment and selection, education and training, succession management/leadership development and performance management.

The investment has resulted in a solid foundation.

- Competency-based occupational standards for three categories of policing – general duty, investigative and leadership roles.
- A competency-based workforce management framework, including technology support – iSkillsSuite for Policing and curriculum mapping software to ensure alignment of courses to competencies.
- Extensive guides and tools for HR practitioners, accessible nationally.

Can policing now build on this foundation, continue to function as a sector and realize the benefits of professionalization through competency-based workforce management?

There has been growing demand for certification and accreditation over the past year. The council has witnessed a budding transformation in policing – from being jurisdictionally siloed, with limited sharing of management practices – to sector-wide awareness and acceptance/recognition of the benefits of:

- A more sectoral approach to research, evidence-based policy development and competency-based workforce management;
- Competency-based occupational standards to better ensure sustainable high quality workers in policing and security;
- National qualification standards for all roles/rank levels;
- Competency-based qualifications/certification;
- A better focus on developing leaders for the future (competency-based requirements);
- Competency-based training standards;
- Competency-based accreditation of trainers and institutions;
- National performance management benchmarks (role/rank career and learning expectations); and
- Seamless interaction between private and public policing through shared/recognized standards.

Federal/provincial/territorial (F/P/T) and municipal governments endorse certification/accreditation because of:

- “Professionalism” – police and security organizations have a primary role in the safety/security and long term economic sustainability of Canadian communities, based on crime reduction and community safety strategies. As fiscal restraint measures are enacted in other government departments delivering community services, police are increasingly being asked to take on a broadening “first responder” role. Highly competent and well-respected professionals improve the success of partnerships with other departments and NGOs and help ensure common strategies.
- “Defensibility” of performance – police/security actions and initiatives must be defensible in the courts. Trained, certified professionals working to national performance standards ensure defensibility across jurisdictions.
- “Mobility” of the workforce – the policing and security sector falls under the broad auspices of the F/P/T ministers’ approved “Agreement on Internal Trade (AIT)” – whereby they agree to remove or reduce inter-provincial barriers to the movement of workers, goods, services and investment.

Chapter 7 of the AIT deals with labour mobility and stipulates standards be in place to enable full workforce mobility across Canada. Any worker certified by a regulatory authority of one province/territory must be certified for that occupation upon applying to another. Recognition of certification is to be granted expeditiously without additional training, experience, examinations or assessment requirements.

“While provinces and territories maintain their right to adopt occupational standards and thus ensure the protection of the public at the level they consider appropriate, provinces and territories agree to examine their measures and to reduce and eliminate barriers to labour mobility.”

- “Connecting” police and security for many roles and levels. Certification means national recognition of labour force mobility and much wider communication of job openings and opportunities. A national certification system will lead to both role standardization and a competency-based compensation process, supporting workforce mobility and comparative pay scales for comparative work.

Action required – endorse/support the initiation of a national certification/accreditation body.

To best leverage the work and resources already expended in developing competency-based occupational and training standards, the logical next step is establishing a national not-for-profit corporation dedicated to developing standardized competency-based qualification/certification and accreditation programs.

Such a program will require extensive involvement of federal and provincial

government departments responsible for policing/security. The council has already facilitated sector-wide implementation of:

- Competency profile-based occupational standards for 80 per cent of police roles (excluding highly specialized/ limited employment functions);
- Well-defined competency-based management framework, practices/processes;
- Role-based competencies/proficiencies required for success at the various levels of work; and
- National training and curriculum standards to baseline qualifications and certification.

The next step is to continue the implementation widely and deeply, with a focus on:

- A certification program and process based on national/provincial standards;
- Organizational structure and governance for accrediting institutions/instructors; and
- An audit and evaluation process/program to ensure standards are monitored, adjusted and met.

Funding is required to ensure the four years of effort, public money and in-kind contribution from more than 70 police services, 10 provincial stakeholder organizations and 900 experts produces public value for Canadians.

Key activities required (each of these three broad areas will require one year of effort):

1. Implementation sustained – continued support to occupational standards and a

national qualification framework, sustaining the momentum and critical mass of effort already underway.

2. Design, development and acceptance/approval of a national strategy and plan for a certification and accreditation program and processes.


Timeline

Six months required for exploratory analysis, business plan and funding:

- Conduct sector analysis and clarify gaps and issues.
- Review existing national and international programs, determine best practices both within the sector and in other relevant sectors.
- Gauge/solidify sector support from key stakeholders.
- Develop and assess alternative program models.
- Develop detailed business plan based on selected model.
- Obtain stakeholder support and commitment on the business plan.
- Secure future funding based on the business plan.

Requirements

Project manager and administrator – salary, travel and operating expenses.




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3. Establish the new certification/accreditation “body:”

Timeline

Six more months to:

- Initiate operation (board meetings, company by-laws and policies, staff key resources and consulting services).
- Develop accreditation and certification programs (structure, policies, procedures and support material).
- Develop financial model and IT support systems.
- Design and develop communication plan and promotional material.

Requirements

- Executive director, business administrator, program manager.
- Travel and operational costs.

Consulting services

- Program and business advisors, legal, accounting, IT, communications, etc.

Key deliverables

Outputs in the first year of operation:

- Research on current Canadian and international practices in policing/security standards and certification.
- Guiding principles for a national not-

for-profit “body” mandated to deliver policing/security occupational standards, certification and teacher/institution accreditation.

- Guidelines of collaboration/standards of practice for all key stakeholder organizations to ensure highest standard certification and accreditation regimes.
- Organizational model to ensure most effective F/P/T co-operation and implementation of occupational standards and certification/accreditation programs.
- Partnership/consultative agreements to define shared support and responsibility for sustainability of a standards and certification organization.
- Business model – strategic and operational plans for successful implementation of the function.
- Policies/processes for assessment/evaluations programs, fully supported by all stakeholders.
- Guidelines for investment to ensure long-term sustainability and fairness/equability.

Key outcomes

Although this proposal is limited to a one year horizon and to the mechanism to put in place a certification/accreditation body – there are some tangible outcomes to be expected

from the investment:

- Engagement of all stakeholders in a “new” model for common HR management, driving police professionalism;
- Securing the core elements for better F/P/T cooperation and integrated activity; and
- Enabling the sector to initiate a process for skills development and management that will drive efficiencies and effectiveness and better align scarce resources with operational priorities of safe and secure communities.

Implementing this concept will require months of work and \$1M of investment but there is a caveat. The current federal funding for the PSC and its activities will end March 31, 2013.

Mitigating risk

For perspective, this is not a new idea; a 2005 Law Commission of Canada report, “In search of security,” recommended the following:

Recommendation 15

A National Policing Centre should be established. The centre should be independent of any particular police service, with a broad mandate to foster and co-ordinate research, experimentation, innovation and best practices in policing, policing policy and relevant legislation in Canada. The centre should foster the widest possible collaboration between state and non-state contributors towards effective policing that reflects Canada’s core democratic values. For this purpose, it should have a broadly inclusive board of directors and a budget that will allow it to pursue and commission leading-edge research and educational initiatives and serve as a clearinghouse for the most up-to-date information about policing in Canada and elsewhere.

As a national-level partner in policing and a successful not-for-profit, the PSC is well-positioned to actively engage all key stakeholders in a strategic change agenda.

The PSC is widely recognized and supported for its work to date and innovative integrative initiatives. No other organization presently exists that can bring to the table the government officials responsible for the federal or provincial framework for policing and security (licensing, registrars, associations, etc.).

Additionally the PSC has extensive outreach with the education and training institutions/associations and a proven track record in building awareness and the “intent to change” current practices.

There are numerous more integrative opportunities to be found and the council is a well-positioned and welcomed participant.

Total cost: \$950K in the first year, revenue generation thereafter should sustain the organization.

Geoff Gruson is the Executive Director of the Police Sector Council and a former Acting Deputy Commissioner in the Royal Canadian Mounted Police. He may be contacted by email to ggruson@policecouncil.ca. For more info about the Police Sector Council visit www.policecouncil.ca.

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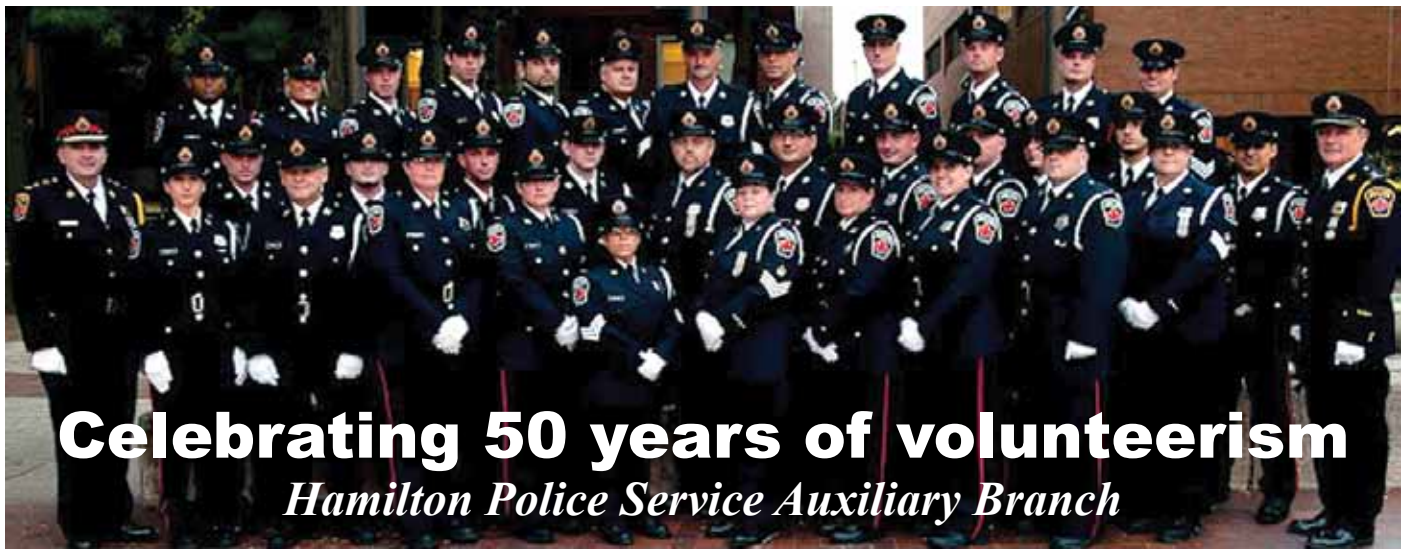
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Celebrating 50 years of volunteerism

Hamilton Police Service Auxiliary Branch

by Billy-Joe Cedillos & Christina Topic

The Hamilton Police Service (HPS) Auxiliary Branch is celebrating its 50th anniversary. Recruits for the first unit, also known as the EMO (Emergency Measures Organization), were trained at the Hamilton Armouries. Much like today, their duties included crowd control and traffic direction at local events.

The unit has assumed added responsibility as its capabilities were recognized, especially over the past year. HPS Chief Glenn De Caire increased the unit's size to 100 officers in 2011 and new candidates must now pass the PREP test, which includes the same requirements as the ATS standards for regular police constables across Canada.

Recruit training includes seven weeks of in-class instruction covering such topics as dress and decorum, the charter, risk management, harassment and discrimination, crime scene management and protection, notebooks, quality standard services and traffic direction. This is followed by 36 hours of use of force training.

Auxiliary officers are encouraged to maintain their fitness following graduation. The unit began annual testing this year for the Ontario Police Fitness Award.

Increasing commitment

HPS Auxiliary Constables logged 16,000 hours in 1966. That increased to nearly 22,000 hours in 2011. Some of our members attain a large part of those hours individually and are recognized for their outstanding performance and commitment. Our longest serving member, Jim Antinori, joined in 1963 as the first official EMO and served faithfully until his retirement in 2010.

Some of the unit's most essential services include crime prevention initiatives such as safeguard audits, which see trained officers giving homeowners advice and options on how to protect their home and families. Officers also work with the mounted patrol unit, riding and walking as part of the ACTION Team (deployed based on an ongoing analysis of locations, crime trends and offenders), train with the K9 and public order units and work on our CCTV program.

Auxiliaries patrol at Hamilton Tiger Cat football games and help ensure order at the annual Around the Bay Road Race and Hamilton International Air Show. The unit formed both a marching team and photography unit this year and also helped service the HPS command van and bike fleet.

After receiving specialized training, several auxiliary officers recently began assisting the HPS recruiting officers at information sessions throughout the community.

Awards

The HPS Auxiliary Unit was part of an anti-violence submission that is now a finalist for the International Webber Seavey Award for 2012 and was recognized by the Hamilton Chamber of Commerce in 2011. The unit also received the IACP Volunteers in Police Service Award this year, prompting this extraordinary letter from Prime Minister Stephen Harper:

I am pleased to extend my sincere congratulations to the members of the Hamilton Police Service... Invaluable resources such as the auxiliary unit, the victim services unit and the community policing centres provide an opportunity for citizens to contribute their time and talent to making the city safer. Indeed, every year, over 100,000 hours of volunteer services in crime reduction, crime prevention and public safety help to make the law enforcement service in Hamilton one of the finest in our country.

The Hamilton Police Service is the first Canadian police service to be presented with this prestigious award. I commend the remarkable dedication and community spirit of all those who have earned this award: by working together, you have made your city a better place in which to live.

Serving the community as an Auxiliary officer is "a great privilege and honour," one constable noted recently. "I have had the opportunity to be a positive influence in my city... I love being able to assist the public with their questions and concerns and you really feel that you are giving back to your community in a positive way, especially when you attend 'special events' such as fairs and parades.

"People are always grateful and thankful for your presence along with regular officers, as it

brings a sense of safety and contentment to the people of our community. If you speak to any Auxiliary constable... professionalism and commitment is a common ground; even though we are not a sworn PC, we take our role as a volunteer very seriously and do not underestimate the difference we make through our professionalism and commitment to the service."

De Caire is a strong, enthusiastic supporter of the unit. He recognizes the importance of its role and stresses that the efforts and commitment of officers do not go unnoticed. The unit is a significant part of the HPS commitment to reduce crime, increase awareness and create a safer city for residents and visitors, he notes.

As Auxiliaries we are able to represent our service with pride and professionalism every year in our Number 1 dress at the Ottawa and Ontario police memorials. It is a great honour to stand alongside other police services, sworn and volunteer.

A major change to unit scheduling was introduced this year. Auxiliary Online Scheduling (AOS) allows members to login from home and see a real time schedule. They can assign themselves to training or an event and communicate with other members. Gone are the days when you sent out e-mails to 100 officers looking for assistance. This has dramatically improved all communication within the unit. While there are still some bugs to be worked out and additional features added, AOS has been a huge success.

Most recently, we activated a Twitter account, @HPSAuxiliary, an effective way to share the good work of our unit, promote our image and recruit more volunteers.

Moving forward, the HPS Auxiliary Unit anticipates even greater success in the coming years as it continues to strive towards excellence and commitment in serving our great community.

Those who can, do. Those who can do more, volunteer.

Aux/Cst Billy-Joe Cedillos and Aux/Sgt Christina Topic both serve with the HPS Auxiliary Unit. The service held a gala celebration in November to celebrate its 50 years of volunteerism.

COUNTERING THE COUNTERFEITS

Canada's new bank notes provide more security

by Singrid Forberg

Rates of counterfeiting bills are currently at a low, leaving many wondering why the Bank of Canada has chosen now to unveil new high-tech polymer bills.

For the bank, it's all about ensuring those levels stay low and Canadians' trust in their currency stays high.

"We want to ensure Canadians can use their cash with confidence," says Julie Girard, a senior analyst in media relations with the currency department. "We wanted to be preemptive rather than reactive to stay ahead of the curve."

Starting with the new \$100 in November 2011, the bank has been staggering the release of the new series, which will conclude with the \$10 and \$5 to be released by late 2013.

Risk makes for rewards

Usually, the bank unveils new notes every 15 years or so, but with recent technological advances it realized that keeping up with counterfeiters would require more frequent updates.

The new notes, made of a durable plastic called polymer, are a big shift for the bank. Changing everything down to the material carried a certain amount of risk.

"Of course the Bank of Canada is risk-averse, but we wanted to take calculated risks," says Martine Warren, a scientific adviser with the currency department. "We're fortunate in that we had a lot of leeway, basically a blank page to work with."

Moving away from the traditional cotton-paper notes makes the notes more secure and ensures Canada's new currency stands out on the world stage.

The numerous and innovative security features include metallic images, transparent text, raised ink, hidden numbers and small and large transparent windows.

The large window on the right side of the bill, complete with metallic portraits on top and a building on the bottom, embossed lettering and numbers and maple leaves is unique to Canada. No other country currently has such a large window in its notes.

Girard says few people realize just how much it takes to launch a new series. It took years of development and consultations to get the notes ready to roll out.

"I always tell people it's a very small piece



of real estate that the developers have to work with," says Girard. "It takes a lot of work and effort to fit all the security features into such a small piece of polymer."

Fighting the fakes

Everyone from police officers to focus groups were consulted on what they wanted and needed to be comfortable and happy with the new notes.

Information provided by the RCMP about counterfeiting helped the bank decide what security features needed improving and also what police officers would need to help investigators and the general public recognize works of forgery.

Also based on law enforcement information, the bank determined what materials and machines counterfeiters typically use in producing the fakes and set out to determine how difficult it would be to make counterfeits.

Although possible, it found it's much more difficult, expensive and frustrating to copy or mimic the polymer notes compared to the cotton-paper ones.

"We really enjoy working with the

RCMP," says Girard. "We've had a positive and fruitful relationship that has resulted in some really interesting seizures and helpful feedback."

That relationship continues as the bank works with police officers across the country to familiarize them with the new notes and their security features, offering free training and making staff available for questions, comments and concerns.

It also collaborates with police and prosecutors through its compliance unit, which develops special legal tools and resources.

For the Bank of Canada, all that hard work will pay off in the long run. It is quite proud of the new notes – and not just for security reasons.

The polymer also ensures the bills will last nearly 2.5 times longer, stay cleaner, be water-proof and at the end of their life cycle, they can be recycled. There's also the esthetic appeal.

"We picked images that are distinctly Canadian, lasting and reflective of Canadian values," says Warren. "The whole series is something we can all be proud of as Canadians."

Polymer banknotes not a Canadian first

(From Wikipedia, the free encyclopedia)

Polymer banknotes have been in general use in Australia since 1992. They were developed by the Reserve Bank of Australia (RBA), Commonwealth Scientific and Industrial Research Organization (CSIRO) and The University of Melbourne and were first issued as currency in Australia in 1988. These banknotes are made from the polymer biaxially-oriented polypropylene (BOPP), which greatly enhances durability of the banknotes and incorporate many security features not available to paper banknotes.

Trading as "Securrency," the RBA together with Innovia Films market BOPP as 'Guardian' for countries, such as Canada, with their own banknote

printing facilities.

An alternative polymer of polyethylene fibres marketed as Tyvek by DuPont was developed for use as currency by the American Bank Note Company in the early 1980s. Tyvek did not perform well in trials; smudging of ink and fragility were reported as problems. Only Costa Rica and Haiti issued Tyvek banknotes; test notes were produced for Ecuador, El Salvador, Honduras and Venezuela but never placed in circulation.

Additionally, English printer Bradbury Wilkinson produced a version on Tyvek but marketed as Bradvek for the Isle of Man in 1983; however, they are no longer produced and have become collectors' items.

DISPATCHES



Mark Saunders was appointed in November as a Deputy Chief with the Toronto Police Service. He has been assigned to Specialized Operations Command replacing the former Deputy Chief **Tony Warr** who retired in 2011. Before this promotion Saunders was an Acting Superintendent in charge of Toronto's 12 Division. He has gained considerable experience with the Homicide Squad and spent considerable time in the Special Operations areas, where his assignments included the Risk Management Unit of Professional Standards, with responsibility for investigating sworn and unsworn Service members. He has also been the officer in charge of numerous, large-scale investigations ranging from international drug cases to homicides.



Ian Grant will take over for outgoing Brandon Chief **Keith Atkinson**, who will retire on January 25. Atkinson announced his plans to leave the force during a council meeting back in August. He'll have served as the top cop for just over six years. Grant has been with the Brandon Police Service for 28 years and attained the rank of Inspector before this promotion. He has worked in the patrol division, traffic section, community services, Crime Stoppers section, crime division, administration section and most recently as the Inspector in charge of Operations. "There's a real need I think to listen to what people have to say in the community, as well as the dedicated people we have working in the organization to listen to their ideas as well," Grant told a Brandon radio station. "That's part of my plan... to get input from various parts of the community."



Chief Supt. Steve McVarnock, the RCMP's commanding officer for Nunavut retired in January. He has served with the RCMP for 32 years, spending 13 of those years working in the North. He began his career in 1981 with stints in Iqaluit, Igloolik and Yellowknife, later worked for five years at the Cape Dorset detachment and N.W.T.'s G Division drug section, and served again in Yellowknife in 2003 and 2004. He was first appointed as commanding officer for Nunavut in 2009. Two of his accomplishments included stricter monitoring and enforcement of liquor establishments and a close cooperation with Canada Post in intercepting illegal alcohol, drugs and stolen goods from entering the north.



Supt. Lindsey Brine will replace McVarnock. Brine has been with the RCMP for 25 years and has served in all three territories. Brine has an extensive curriculum vitae — in 2009 Brine led an investigation team in Africa, tracking down two high profile terrorist-related kidnappings of Canadian citizens. He was also in charge of 4,000 United Nations police officers in Port-au-Prince in 2010 and 2011 for a United Nations Stabilization Mission in Haiti. He has been awarded the Queen's Diamond Jubilee Medal, the Canadian Peacekeeping Services Medal, the United Nations Peacekeeping Services Medal, and a Commanding Officer's Commendation for his part in an investigation in 1999 involving the Hells Angels. Both Brine and McVarnock toured some of the RCMP detachments in Nunavut during the month of December.



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Officer 54 – where are you?

by Tom Rataj

Most everyday policing tasks prove to be routine and mundane but the potential exists for that quiet, routine shift to descend into utter chaos and a life threatening situation.

Most large police agencies can track the movements of officers, or at least cars, using GPS technology. The officers have the added benefit of using the technology to find their way to calls.

Away from their GPS equipped cars, officers are more or less on their own. For deployments at crime scenes and other larger scale operations, knowing where each individual officer is can have operational and officer safety benefits.

Nowhere is this more important than at the scene of a tactical operation or large public disturbance where officers need to be deployed, and sometimes redeployed, in a careful and methodical manner. A scene commander can carefully manage personnel, but once they are inside a building or other location outside of visual range, they're on their own.

Verbal descriptions of locations can be provided over the radio, but understanding them correctly, particularly when the area is unfamiliar, can be challenging. Depending on the site, personnel may even become disoriented.

Fortunately, technological solutions are being developed to solve these problems. One device can even provide scene commanders with data to let them know whether personnel are physiologically well enough to continue their assignment.

CITIG Showcase

The Canadian Interoperability Technology Interest Group (CITIG), Canadian Association of Fire Chiefs (CAFC) and Toronto Fire Service (TFS) hosted a one-day showcase of these emerging technologies Dec. 2 at Toronto City Hall.

The “3D Indoor Tracking and Location for Fire Fighters and Public Safety Responders Showcase” offered a half-day session featuring live demonstrations of several technologies that will show scene commanders the location of every team member, along with their major health indicators.

While the event’s primary focus was on managing firefighters, the technologies demonstrated would be equally valuable to police tactical or public order teams operating at dangerous scenes.



Personnel tracking

TRX Systems Inc. of Greenbelt, MD showcased its NEON indoor infrastructure-free location system. It can track personnel inside buildings where GPS does not reach, or outdoor locations where GPS becomes unreliable due to large structures, such as those found in downtown ‘concrete canyons.’

It provides real-time two and three dimensional location tracking of personnel through individual tracking units which can use a cell-phone, WiFi device or radio to relay location information back to the system control software.

The tracking units include compasses, GPS, ranging (determined the distance from one location or position to another), inertial (speed, orientation and gravitational), light and pressure sensors (for elevation).

In addition to providing the location of each person, it can also provide details of their activities, such as whether they are walking or crawling, moving or standing still. It can also detect if a person has fallen down stairs or further than a few metres.

The tracking unit uses its built-in navigation engine to analyze and cross reference all the sensor outputs to provide more accurate location and status data to the system control software.

The information provided can help “build” a virtual image of the interior of a building. If available, the information can be correlated with the floor plans to provide

a more accurate virtual image of the location of all personnel.

Tracking node units can also be placed in static locations within a building or structure to provide known reference points.

Localization



Honeywell Automation and Control Solutions (ACS) Labs demonstrated its “Geospatial Location Accountability and Navigation System for Emergency Responders” (GLANSER), a joint project financed by the US Department of Homeland Security and also involving Argon ST and TRX Systems Inc.

The “anchorless localization” technology, primarily intended for firefighters (or other first responders), has been field tested by the North Las Vegas Fire Department. The system is designed to track personnel

in locations where there is no pre-existing communications infrastructure to use.

Each GLANSER unit connects to the location-control system directly through a radio transmitter. Several units can wirelessly connect and relay information through one another to the control system, overcoming any communications limitations.

The system can potentially track up to 500 personnel inside a large multi-storey building and actually provides better information when there are more active users connected.

Each responder wears a tracking device that uses inertial navigation, measuring the speed and direction of the wearer's body movements to accurately estimate their location. The system control software uses trilateration to provide a 3D view of the scene for the scene commander.

This current development unit is still quite large and worn alongside the oxygen tank on a firefighters back. It will require several more years of development to make it small enough to become a viable and affordable commercial product.

Physiological health



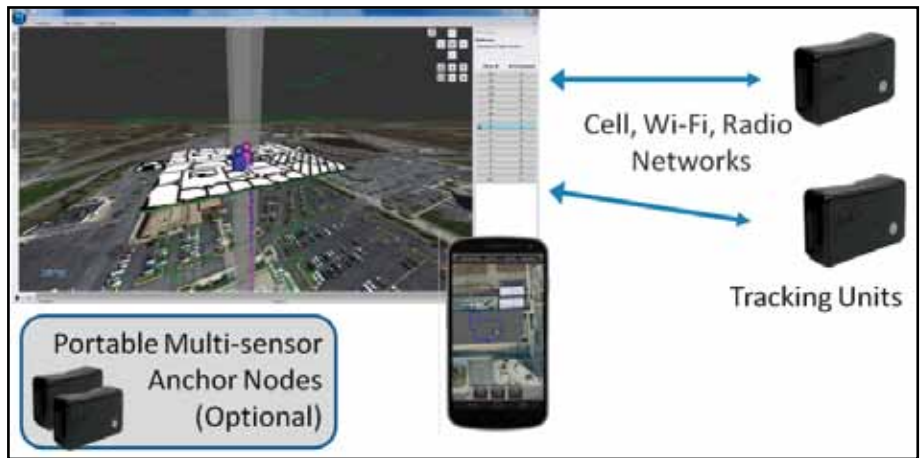
BioPeak Corporation of Ottawa demonstrated its BioFusion Physiology Status Monitor (PSM) technology. The system provides a variety of data about the physiological health of a person through a unit attached to an elasticized strap and worn against the skin in the lower chest area over the heart. Roughly the size of a flip-phone, the 85g unit uses a rechargeable lithium-polymer battery for power and can communicate with a computer over a USB cable and via Class 1 Bluetooth wireless technology.

It provides Electro Cardiogram (ECG) waveform and heart-rate, dual sub-surface skin temperature (for body temperature), multi-frequency bio-impedance (hydration levels), galvanic skin response (physiological stress – a technology also used in polygraph devices) and a 3D accelerometer (directional movement information).

When connected through Bluetooth to a transmitter, the PSM relays all the above sensor information to a scene commander. Functioning as a standalone device the PSM can record the data for later retrieval and analysis.

The information can provide a commander with all the necessary physiological information to determine if an individual should be removed from a scene because they are under too much stress.

This product is also used in mining, steel mills and other hazardous environments, athletic training and mobile healthcare to monitor primary health parameters.



The future

Future enhancements may include a personal heads-up type display inside visors, which could provide important information such as the location of other team members, building floor plans and personal health status.

Although it wasn't demonstrated at this event, personal video could potentially be a complimentary technology to these systems, especially if it were to transmit live video back to a command post.

An integrated system that provides all these technologies will likely become feasible and affordable in the next five to 10 years.

Resources

- CITIG: www.citig.ca
- Operational Planning and Event Management Workshop: <http://www.cacp.ca/index/eventscontent?contentId=1318>
- TRX Systems, Inc. (NEON): www.trxsystems.com
- Honeywell (GLANSER): www.honeywellnow.com
- BioPeak Corporation (BioPeak PSM): biopeak.com

Tom Rataj is Blue Line's Technology columnist and can be reached at technews@blueline.ca.

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VIEWU

New job, same issues for retired HRP officer

by Danette Dooley

Supt. Don Spicer retired just three months shy of his 35th year with Halifax Regional Police but won't be heading to Florida anytime soon. Once the face of the force as media relations officer, Spicer's new job is similar to his old job – helping society's most vulnerable.

"I've been struggling with this decision because I still love the job I am doing but an opportunity presented itself and it's a position where I really feel I can make a difference in the community – so I figure it's meant to be," Spicer said.

His new job is executive director of Shelter Nova Scotia. The non-profit organization operates community residential facilities that help people transition from prison living to community living. It also operates homeless shelters and a supportive housing program for those moving from shelter living back into the community.

"In many ways a lot of the work I've been doing here (HRP) addressing the root causes of crime – homelessness and the factors in people's lives that lead them to becoming homeless – are the same issues I'll be working on in my new job, but at a different angle."

A native of Halifax, Spicer applied to the police force when he was still in high school and began walking the beat in 1978 at age 19.

"I got into policing because I believe in community and I wanted to make a difference. I certainly didn't get into it for the money. I was a stock clerk at the time at Simpson's department store. I actually took a pay cut to become a police officer."

In addition to the patrol division, Spicer worked in general investigation and the media relations office. He has been a member of the force's police executive management team as superintendent since 2007, when he was appointed officer-in-charge of the administration division.

He was appointed Halifax Regional Municipality's (HRM) first-ever public safety officer in 2009. The public safety office is comprised of the community relations/crime prevention division, community response team, mobile mental health unit, parks patrol, traffic accident investigation unit, school response officers, victim services and volunteer programs.

Spicer launched HRM's first-ever public safety strategic plan in 2011, a collaborative effort of municipal and provincial government and community stakeholders.

During his policing career, he co-ordinated the force's crisis negotiation team for 17 years and served as a volunteer referral agent with the Employee & Family Assistance Program (EFAP).

An instructor for suicide intervention training, Spicer made significant strides in



Supt. Don Spicer, HRM's Public Safety Officer, serves up a hot cup of crime prevention.

community safety around root causes of crime, including affordable housing, mental health and race relations.

An advocate of lifelong learning, at age 50 Spicer became the first police officer in Atlantic Canada to graduate with a Bachelor degree in policing.

Spicer is a Member of the Order of Merit for the Police Forces (M.O.M.) and a recipient of the Police Exemplary Service Medal and Bars and the Nova Scotia Long Service Medal and Bar. He also received the Ambassador for Safety Award from Safe Communities Canada in 2011.

Spicer says he's seen many changes in policing over the past three decades. Halifax has grown, he says, which means crime has also changed.

"Walking the beat 30 years ago in the downtown area, come 2:30 or 3:00 in the morning, if you saw someone else out, you knew they were up to no good and you went and investigated. Well now we have probably more people out downtown at 3:00 in the morning than we do at 3:00 in the afternoon."

While Halifax is now a "24-hour city" Spicer says the amount of crime has decreased over the years but the level of violence associated with it is up. There are more people carrying guns and willing to use them, he adds.

"The way we are policing now, some peo-

ple have dubbed it 'Back to the future,' because we are getting closer to the community and the success of policing really depends on being part of the community."

Community involvement is how policing was done when Spicer began.

"You stopped into the barber shop or the coffee shop and you greeted people by name. It was like small town policing but in a bigger city."

With the introduction of technology there's been a shift away from such hands-on policing, Spicer says.

"We've come to realize that we're not just law enforcement officers. We're members of the community and we need to work with the community rather than for the community. You need to sit down with people and help them make their own decisions instead of making them for them."

That's exactly what Spicer will continue to do in his new job – "and I'll definitely stay in touch with Halifax Regional (Police). The issues are all the same."

Spicer urges anyone wishing to get or stay in touch with him to e-mail donspicer@shelternovascotia.com.

Danette Dooley is Blue Line's East Coast correspondent. She can be reached at dooley@blueline.ca

PRODUCT SHOWCASE



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The Police Leadership Award recognizes and encourages a standard of excellence that exemplifies "Leadership as an Activity not a Position," and pride in service to the public. Its goal is to increase effectiveness, influence, and quality of police situational leadership from both an organizational and community perspective.

This award is open to active Canadian police officers below the rank of senior officer who have demonstrated exemplary leadership and commitment to service through deeds resulting in a measurable benefit to their peers, service and community.

The 2012 recipient will be recognized in the May 2013 issue of *Blue Line Magazine* and will receive the award at a gala presentation banquet held in conjunction with the *Blue Line Expo*, April 23, 2013.

Details and application forms at
www.blueline.ca/leadership

Applications for 2012 must be received by February 12, 2013 and emailed to leadership@blueline.ca



Prisoner assault acquittal upheld

A trial judge did not err in staying proceedings against an accused for a Charter violation because he was assaulted by a prison guard.

In *R. v. Bellusci*, 2012 SCC 44 a guard was taking the accused and other prisoners back to the penitentiary after a court appearance.

Bellusci was abusive, insulting and crude to the guard, who then told the other prisoners Bellusci was a rapist, placing him in danger. Bellusci responded by threatening to rape the guard's wife and children.

As the guard began opening the van's cell door, Bellusci forced it open, injuring the guard, who then assaulted him while he was chained, handcuffed and shackled in one of the van's secure cells. Bellusci's injuries included imprints of wire mesh with petechiae, deformation of the left forearm and bumps on his head and neck, resulting in his overnight observation in the prison infirmary. Bellusci was subsequently charged with assault causing bodily harm, assaulting a peace officer and intimidation of a justice system participant.

At trial in Québec Court Bellusci was acquitted of both assault charges, since the judge was left with a reasonable doubt, but found guilty on the intimidation charge for the threatened sexual assault. The judge, however, concluded that Bellusci's s. 7 Charter rights had been breached. After considering other remedies, such as a sentence reduction or legal or disciplinary proceedings against the guard, a stay of proceedings was entered under s. 24(1).

In the judge's view, the guard had recklessly provoked Bellusci to threaten him and then responded to his threats by grievously assaulting and unlawfully punishing him. The disclosure that the accused was a sex offender jeopardized his personal safety while imprisoned and wasn't justified. Bellusci's threats, however reprehensible, would likely not have been made but for the guard's inappropriate disclosure. The guard's behaviour in administering the unlawful extrajudicial punishment would shock the public and a stay of proceedings was the only appropriate remedy.

The stay was quashed by the Québec Court of Appeal and the matter remitted for a continuation of trial. The court found the trial judge committed a reviewable error by overlooking the "non sequitur" between the state misconduct and the stay of proceedings and failed to consider the availability of less drastic remedies.

On a further appeal by Bellusci, Canada's

Supreme Court reinstated the stay, finding the trial judge correctly identified and applied the applicable principles of law. Bellusci was attacked by an agent of the state while chained, handcuffed, shackled and confined to his cell in a secure prison van in an apparent act of revenge. His injuries were not trivial.

The judge was aware of the difficult position of prison guards but that could not justify the disclosure, and was also troubled by the further tarnishing of the justice system when other prison guards showed reticent and "sclerotic solidarity" in their testimony.

"Having found that (the accused) had been provoked and subjected by a state actor to intolerable physical and psychological abuse, it was open to the trial judge to decline to enter a conviction against him," said Justice Fish, delivering the unanimous judgement.

Furthermore, the trial judge did consider alternative remedies. He carefully and correctly considered all the relevant principles and, in finding no other remedies appropriate, balanced the competing interests at play, including the difficult position of guards, importance to the justice system of ensuring their protection, seriousness of the charges against Bellusci, integrity of the justice system and nature and gravity of the Charter violation.

Although Fish may have granted a lesser remedy, trial judges are vested with a broad discretion under s. 24(1) and appellate intervention was unwarranted in this case. As he noted, it is not the role of appellate courts to simply substitute their own exercise of discretion for that of a trial judge just because they would have granted a more generous or limited remedy.

Other cases of police misconduct referenced by the Supreme Court where stays were also entered

- **Possession for the purposes of trafficking.** Police Tasered an accused who was handcuffed, fully restrained and compliant – *R. v. Walcott* (2008), 57 C.R. (6th) 223 (Ont. S.C.J.).
- **Driving while disqualified.** Police used excessive force in arresting the accused, striking his head several times against a vehicle, causing permanent injuries requiring surgery – *R. v. Maskell*, 2011 ABPC 176, 512 A.R. 372.
- **Assaulting police and resisting arrest.** Five police officers pepper-sprayed and kned the accused several times; the accused struck his head on the concrete and suffered a broken jaw. The trial judge was also concerned that police testimony was untruthful – *R. v. Jackson*, 2011 ONCJ 228, 235 C.R.R. (2d) 289.
- **Impaired and dangerous driving.** Although provoked by unruly behaviour, foul language and the "resistive stance" of the accused, police used excessive force in striking him while he was handcuffed and presented no threat – *R. v. Mohammedi*, 2009 ONCJ 533, 72 C.R. (6th) 345.
- **Breaking and entering and possession of concealed weapons and housebreaking tools.** Police used excessive force in Tasered the accused, who was 15 years old, during a strip search at the police station – *R. v. J.W.*, 2006 ABPC 216, 398 A.R. 374.
- **Failing to comply with a condition of release (abstaining from alcohol).** Police conducted an unreasonable strip search and Tasered the accused despite the situation being under control, causing bruises, abrasions, burn marks, a broken tooth and bruises to the face – *R. v. R.L.F.*, 2005 ABPC 28, 373 A.R. 114.
- **Assaulting a peace officer.** Despite the violent behaviour of the accused, police used excessive force in pepper-spraying him while he was handcuffed and lying face down on the floor with a foot on his head – *R. v. Wiscombe & Tenenbein*, 2003 BCPC 418 (CanLII).
- **Dangerous driving and refusing a breathalyzer test.** The accused was forced to remain seated in his own excrement longer than necessary, denied proper clean-up facilities, subjected to rude and ridiculing remarks and arbitrarily and unnecessarily detained – *R. v. Murphy* (2001), 29 M.V.R. (4th) 50 (Sask. Prov. Ct.).
- **Impaired driving.** The accused was handcuffed for no reason and pepper-sprayed in the eyes for insulting a police officer – *R. v. Spannier*, 1996 CanLII 978 (B.C.S.C.).

Protective pat down not reasonably necessary

A motorist can be secured in the back of a police car and patted down, but only if reasonably necessary, Canada's top court has concluded.

In *R. v. Aucoin*, 2012 SCC 66 the 19-year-old accused was stopped around midnight in a downtown area during a busy Apple Blossom weekend because his car's licence plate was registered to another vehicle. While speaking to Aucoin, a newly licensed driver, the officer smelled alcohol and demanded a roadside screening test.

Aucoin was asked to go back to the police car for a roadside screening test and sat with the door open and his legs and feet outside. Although the test indicated a result below the legal limit (20mg%), Aucoin was still in breach of the zero alcohol tolerance for a newly licenced driver.

Aucoin's vehicle was going to be impounded. The officer was concerned he could disappear into a crowd while he was writing the ticket and so decided to put him in his police car's back seat. Since the officer would be in the front seat, he did a safety pat-down and felt something hard and square in Aucoin's left front pocket. Aucoin said it was his wallet. The officer continued the pat-down, feeling something soft in Aucoin's right front pocket, which he said was ecstasy.

Aucoin was arrested and two small baggies containing 100 green pills (which later turned out not to be a controlled substance) and eight bags of cocaine were removed from his pocket. As this took place, two other officers arrived in separate vehicles. Aucoin was subsequently charged with drug offences, including possessing cocaine for the purpose of trafficking.

In New Brunswick Provincial Court the trial judge found the officer's actions were reasonable and did not breach s. 8 of the Charter given the very unusual circumstances that night. First, it was late and there was no natural lighting in the area. The officer needed the police car light to write the ticket so he could see what he was doing. Second, Aucoin had alcohol in his body and the officer could not allow him to return to the car where he would continue with the offence. Third, there were many people around because of the annual festival and the officer was concerned Aucoin could simply walk away if left alone.

In light of these factors, the judge ruled it was reasonable for the officer to ask Aucoin to be seated in the police car while the ticket was written and to conduct a pat-down search. There were no Charter breaches, the evidence was admitted, Aucoin was convicted of possessing cocaine for the purpose of trafficking and sentenced to two years in prison.

Aucoin challenged the ruling to the Nova Scotia Court of Appeal but it was upheld. A majority found the pat-down search was lawful and it was reasonable for the officer to detain Aucoin in the rear of the police car and pat him down for weapons. Justice Beveridge dissented, finding Aucoin's s. 8 Charter rights had been breached because the officer's subjective belief that Aucoin might walk away wasn't objectively justified. Nor was he justified in placing Aucoin

in the police car or patting him down – there was no reason to believe he posed a safety risk. Beveridge would have allowed Aucoin's appeal, excluded the evidence, set aside the conviction and entered an acquittal.

Aucoin appealed to the Supreme Court of Canada, arguing that the pat down search had breached his s. 8 rights. The court agreed. All seven judges concluded police were not justified in searching Aucoin in this case but were divided on whether the evidence should have been admitted.

The search

Justice Moldaver, writing for five members, first noted that this wasn't an investigative detention case for a criminal matter but a detention for two relatively minor traffic infractions under Nova Scotia's Motor Vehicle Act. Aucoin was initially detained because his licence plate was registered to a different vehicle, then because he was a newly licensed driver who had been drinking. The nature and extent of his detention, however, was then altered in a "dramatic way" when he was patted down and secured in the police car. This action increased the restrictions on his liberty interests and intruded into his privacy interest.

In Moldaver's view, the case wasn't about whether the officer had the authority to detain Aucoin in the police car but whether he was justified in exercising it as he did. In other words, was it reasonably necessary, in the particular circumstances, to place Aucoin in the backseat knowing he would be patted-down?

Securing Aucoin in the car – which fundamentally changed the nature of his ongoing detention – wasn't reasonably necessary in the totality of the circumstances, Moldaver held. The officer had other options, or reasonable means, to address his concern that Aucoin would disappear into the crowd. Backup was close at hand, as evidenced by the arrival of other officers while Aucoin was being searched and the officer could have "waited an extra minute or two to do the paper work, without impinging on the (accused's) right to be release as soon as practicable..."

Without wishing to second-guess the actions of the police and recognizing, as I do, that the police are often required to make split-second decisions in fluid and potentially dangerous situations, I am nonetheless of the view that (the officer's) actions, though carried out in good faith, were not reasonably necessary (para. 40).

If Aucoin had not been detained in the car, there would have been no pat-down search. Since the search was warrantless it was presumptively unreasonable, which the Crown had not rebutted and breached Aucoin's s. 8 Charter rights.

s. 24(2) Charter

Despite the violation, the majority ruled the evidence admissible. The officer acted in good faith and, although the impact on Aucoin's privacy interest was significant, society's interest

in having the case tried on its merits tipped the scales in favour of admission. Aucoin's appeal was dismissed.

Not an outright ban

The majority was clear, however, that there may be cases (although rare) where it might be reasonably necessary to secure a motorist detained for a straightforward motor vehicle infraction in a police car. In such cases, where the facts support a finding of reasonable necessity, there is no further balancing needed between an individual's right to be free from state interference and the public's interest in effective law enforcement, a position posited by the minority.

A different view by two

Justices Lebel and Fish agreed with the majority that the search was unreasonable because the detention wasn't reasonably necessary and was therefore unlawful and arbitrary. Aucoin could have stood on the sidewalk to await his ticket, they noted.

Generally speaking, detaining an individual in the locked rear seat of a police car in order to write out a ticket for a motor vehicle infraction will rarely strike an appropriate balance between the public's interest in effective law enforcement and its interest in upholding the right of individuals to be free from state interference.

Had there been reasonable grounds to believe that (the accused) might flee, with the result that the detention could be said to be necessary, the overall reasonableness of the decision to detain would then need to be assessed in light of the totality of the circumstances, including the nature and extent of the interference with liberty and the importance of the public purpose served by that interference. The seriousness of the offence is therefore a relevant consideration.

In my view, where the public purpose served by the interference is the enforcement of a regulatory offence and the interference involves the police assuming complete control over an individual's movements, the balance will generally not favour recognizing a police power (references omitted, para. 86).

Since the detention was unlawful, the protective pat-down search was unreasonable – but even if the detention was lawful, the search would nonetheless be unreasonable. There were no reasonable grounds for the officer to believe his or others' safety was at risk. The search also exceeded the scope of one that was reasonably designed to locate weapons. The item the officer felt was soft and could not justify a concern for officer safety and the questioning that followed it.

In the minority's opinion, the evidence should be excluded under s. 24(2). The Charter-infringing conduct was serious and the impact on Aucoin's Charter protected interest was significant.

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I read with great interest Matt Sheehy's article "Transportation Security In Crisis" (October 2012). I could not agree more with Matt's point of view. The amount of money and capital resources being poured into security is unbelievable. It is a known fact that only a small percentage of the Canadian population commit crime. Security efforts should be focused on these people. As a police officer, I cannot treat every person I deal with like a criminal. There's no need for it, nor is it productive. I believe very few Canadian citizens are any sort of threat to our airways.

My family recently flew to the USA for a vacation. I can recall the hassle and unnecessary delays going through security. We checked our luggage in Canada but then had to reclaim our luggage and recheck again before going through US Customs. Not to mention going thru a security checkpoint again even though we never left the terminal. I watched as my 6 year old son was x-rayed and patted down by security. We were on vacation. I am a police officer. I felt like a criminal.

I will never forget what happened on 9/11 but I think the security measures are reaching too far. In a world of fiscal restraint, most police agencies are guided by intelligence-celled policing, not problem-oriented-policing. Our governments should use intelligence and stop believing every traveler is the problem.

Scott Messier
New Brunswick

...
Kudos to *Blue Line* ("Warm fuzzy policing can result in cold hard reality" - September 2012) for addressing the "fuzzy" thinking, or lack of thinking, on this issue. I cringe at the thought of being directed to participate in such a hare-brained "get the public to like us" plan.

Individual officers and police services would be far better off to stop the unreasonable and "predatory" ticketing practices that see John and Jane Q Public getting a mitt full of traffic tickets because they did one thing wrong.

The relentless obsession with "numbers"

and/or the "get 'em to come to court (so I get paid extra) and plead guilty to something" tactics do more to damage community and police relations than any "rewards program" can ever hope to undo with its "get the public to like us" scheme.

Likewise, sitting at the bottom of a ski hill to nab speeders is just plain stupid and unreasonable. The objective of traffic enforcement is to change drivers' behaviour and improve road safety. Officers need to stick to doing a quality job with a healthy dose of reasonableness and focus on the purpose.

E. Deckler
Edmonton, Alberta

...

I know Mr. Lymburner has an interest in helping to identify the short comings of the RCMP (see Publishers Commentary "The Brown Report five years later" - November 2012) and frankly I am glad that there is a voice that looks to independently hold the Force accountable to the public and to its membership. Mr. Lymburner is fair and unbiased in his approach and I for one appreciate it.

Thanks.

David Ferguson
St. Albert, Alberta

...

I read your "Publisher's Commentary," (The Brown Report five years later, November 2012) Good article! Thanks and keep up the good work. We must get the RCMP out of 'contract policing' if we are going to save what's left of their reputation.

Your readers might want to read my letter to the *Calgary Herald*, Nov 26th.

The term "contract policing" refers to the contracts the RCMP have with provincial, municipal and territorial governments. Twenty-year police service agreements were renewed earlier this year in eight provinces, three territories and about 150 municipalities.

The RCMP got involved in contract policing during the Great Depression, when provinces were in financial trouble. Ottawa came to the rescue by offering the RCMP services at a discount. Even today, Ottawa picks up \$600 million per year of the contract policing bill.

Prior to the 1930s, most of the provinces had their own police services. Ontario and Quebec have had their own for more than 100 years.

Canada has matured economically and demographically. The RCMP can no longer continue to provide the present wide range of services.

The Herald reports that Robert Lunney, a former RCMP superintendent, writes in the

latest edition of Canadian Public Administration that the force is a "monolithic entity" that is committed to too many roles and has no clear core mission.

A true statement and one that has been repeated by many present and former members of the RCMP. The federal government should define a clear mission for the RCMP and leave the day-to-day policing to the provinces and territories.

J.R. Kenny,
Calgary, Alberta

...



In your August/September 2012 issue, Robert Lunney suggested the strategic outsourcing of certain functions was a way to help police departments cope with the increasing number of budget cuts. Specifically, Mr. Lunney called for a "Canadian-made Third Way" whereby a not-for-profit organization would essentially create and govern a national standard to which private security companies interested in servicing law enforcement clients would be required to comply.

In October, Gregory Saville and Ross McLeod introduced their Civic Protection Institute as Canada's first not-for-profit social enterprise. They describe their mandate as being to establish a competent pool of private security companies vetted for quality standards.

While the purpose of the Civic Protection Institute is certainly commendable, I believe some of the assumptions may be flawed, starting with that claim it is Canada's first not-for-profit institute. The Canadian Corps of Commissionaires was established in 1925 as a not-for-profit organization whose principle mandate was to provide meaningful employment opportunities for veterans of the Canadian Forces and the RCMP.

For decades, Commissionaires has held itself to the National CGSB standard for security services, including leadership training. Our organization already provides many support services to police forces: we carry out arrest processing, we provide evidence custody, we operate photo radar equipment, we enforce bylaws - all over and above the provisions of general security services.

The bottom line is that our not-for-profit organization - Commissionaires - is already well integrated and familiar with police standards. We exist in many communities across the country. And we have the proven ability to provide quality, standardized support to law enforcement, if that is indeed what more police departments are looking for.

Paul Guindon, Chair,
National Business Mngt. Committee,
Commissionaires

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Fallen officers can save our lives



by Tom Wetzel

My friend Kevin was recently promoted to sergeant and has started a novel practice in his roll calls.

He reviews the Officer Down Memorial Page web site, chooses an officer who was killed in the line of duty and talks about them and the circumstances that led to their death. He addresses what the officer may have done wrong and uses it as a teaching moment for personnel under his direction. He then has the officers dedicate that particular shift to the officer who was killed. It really is an outstanding way to honour our fallen – but how their lives can make ours safer is of special importance.

I have always appreciated the value of veteran officers who can provide their agencies wisdom and direction. They often have a wealth of knowledge and experience that may go untapped by department leaders who don't recognize or appreciate what they can offer. If listened to more, these veterans could present insight on how to provide better levels of service and avoid making unnecessary mistakes. Their ideas could guide their agencies on how to handle officers who develop bad habits or need direction on how to improve. Their backgrounds allow them to offer useful suggestions on tactics, policy development and how to better serve those we have sworn to protect.

These veteran officers are alive, working and available to us but what about those who have died while "protecting and serving" and can no longer speak to us? As my friend is showing, they too can offer us much to learn from if we are only willing to take the time to listen. They made the great sacrifice of their lives in service to others and are treasures

whose life experiences offer examples of how to live and work. When we look deeper into their lives, beyond the specific causes of their deaths, we learn of men and women who were fine fathers and mothers, committed friends and brave individuals who believed in a cause greater than themselves.

We will be aware of their mistakes on the job and off and hopefully try to avoid the same problems. We will also find that certain habits or actions on the job can get us killed. The circumstances that cost them their lives may help us develop tactics and plans to avoid the same tragedy. It is very likely that we may be doing something on a daily basis that directly led to a family losing a father or mother in blue.

I am confident that these special men and women who lost their earthly lives would be very pleased to see that their sacrifice wasn't in vain. They can continue to serve their fellow man through the example of their lives and offer assistance to those of us still laboring to "protect and serve" others. God may allow them to work as he inspired Isaiah when he said, "I will lead the blind on their journey; by paths unknown I will guide them" – Isaiah 42.

My friend is definitely on to something with his new roll call practice and I encourage others to not only follow his lead but go even further in studying the lives of those who have made a great sacrifice for us all.

Visit the Canadian Peace Officer's Memorial at www.cacp.ca/memorial to learn about those special men and women who gave so much.

Tom Wetzel is a suburban northeast Ohio police lieutenant, trainer, SWAT officer and certified law enforcement executive. Contact him at wetzel@blueline.ca with your comments or for more information.

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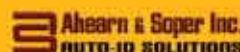
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