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Canada's National Law Enforcement Magazine

January 2008



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BLUE LINE MAGAZINE



January 2008
Volume 20 Number 1



The retro-inspired OPP cruiser is this year's winner of the 2008 Best Dressed Police Vehicle. For more details on the winning entry and other category winners see page 6.

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GRAB LIFE BY THE HORNS



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Vehicle shown with police-sourced add-on equipment.



The Brown report is great, but...

by Morley Lymburner

The new year brings hope with a renewed vision for the Royal Canadian Mounted Police.

I was impressed with the *Brown Report's* 49 recommendations but am still a little puzzled by its mixture of contemporaneousness, reflexive orders and lack of timelines. Despite this, it does yield to logical norms of policing, as understood by every other police force in Canada... almost.

As an editor, I was struck by several anomalies.

The tenth recommendation states that "the importance of the field coaching policy must be reinforced and complied without exception." Recommendation 11 notes "we support the RCMP's recent announcement in respect of its backup policy and we would encourage the force to complete the implementation as soon as possible."

The coach training and "national back up policy" were released only days before the report, appearing to coincide with (and initiated because of) the recent deaths of two RCMP members. While it's good that they weren't made in a vacuum, it does raise questions about the study's completeness, since it does not include details about the two initiatives. Perhaps future researchers will have to scramble a bit to fill in the missing information.

The second anomaly occurs in recommendation 35 (performance evaluations), the only one that appears to be written as a dictum:

"Effective immediately, all members and employees of the RCMP must receive annual performance evaluations."

All the other recommendations were suggestions, couched with soft words like "should," "must" or "needs to," but this appears to be an order. None of the people

involved in the study appear to have the authority to make such an order, which makes me wonder how much input there was from the current commissioner – or his lower ranking officials, who are, of course, currently employed RCMP senior officers. Which begs the next question — have old attitudes tainted this study?

The answer may be in the third anomaly, recommendation 23 — the role of Staff Relations Representatives (SRRs):

"The SRRs should focus entirely on labour relations and thus be independent from management. They should not sit as observers at the SEC. Members should serve for no more than two terms as SRRs, after which time they should return to regular duty."

The report is highly critical of the current image that SRRs lack independence from senior management. The RCMP has had a long and troubled past with labour unions – an almost subliminal dislike that borders on paranoia. Since the members of other Canadian police agencies don't feel this way, it's hard not to believe this hostility is somehow ingrained through a form of cultural training.

My concern is fortified by the minimal mention of conversations with the current Canadian Professional Police Association or the three RCMP associations. This concept was apparently dismissed because members consulted, lacked strong feelings on the subject. However, by my count, a formal and recognized association in any other police force would have had considerable input on more than half of the 49 recommendations. Where was the labour input?

No matter how the RCMP or the *Brown Report* sees the SRRs or their opinions on unionism, once it institutes recommendations one and two the SRRs will, by osmosis, become the labour association that discusses future pay and benefits. Let me be the first to congratulate the RCMP on its new Asso-

ciation. I strongly urge it to become involved with the CPPA, because sooner or later it will need advice.

Although I point out these anomalies as a simple caution, I strongly support all of the recommendations and feel their timely implementation will eventually result in a better police service.

Celebrating 20 years of service



This edition marks the beginning of our 20th year publishing *Blue Line Magazine*; an independent magazine directed at the law enforcement profession across Canada. I only wish I could describe my gratitude to the many hundreds of people who have helped and contributed to the success of this magazine over these many years.

This publication was a long-time dream of mine and planned at length with Mary, my partner in both life and business. Without her management and business skills, it would still be nothing more than a whimsical dream. Without a solid advertising base, *Blue Line's* survival would have been at the mercy of fickle government grants and subsidies. Without a dedicated readership, this publication would be nothing more than an advertising circular clogging the trash can outside the post office door. Without our dedicated staff, columnists, writers and contributors, it simply would not exist at all.

We have been blessed over these last two decades and, through the grace of God, look forward to the coming years with continued enthusiasm.

Happy New Year!



In honour of
Auxiliary Constable Glen EVELY
Police Memorial recognition DENIED.
Sign the petition at:
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Established in 1988, *Blue Line Magazine* is an independent publication designed to inform, entertain, educate and upgrade the skills of those involved in the law enforcement profession. It has no direct control from an enforcement agency and its opinions and articles do not necessarily reflect the opinions of any government, police, or law enforcement agency.

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The Canadian Press Newswire
Access Copyright

CARD

SUBSCRIPTIONS
\$25.00 per year; \$40.00 for 2 years.
U.S. & Foreign: \$75.00
ISSN # 0847 8538



Canada's best dressed police vehicles

Bold design concepts mix tradition with modern innovation



by Dave Brown

The Ontario Provincial Police 'back to the future' design, as some call it, takes top honours this year as Canada's best dressed police vehicle, edging out second place Oak Bay Police Department and third place Brandon Police Service.

Competition was very tough; the judges at PoliceCanada.ca and *Blue Line Magazine* sifted through more than 145 photographs to narrow the short list down to 15 candidates in this, the fourth year that we have featured the contest.

Coordinator and final arbiter over the judging process was *Blue Line's* Dave Brown and PoliceCanada.ca's Erik Young. Stephane Boulanger, Julie Leblanc and Gerard Donnelly were the other judges.

Each vehicle photo was judged in six categories:

(1) Immediate identification

- Is the vehicle immediately identified as a police vehicle?
- Is the word "police" prominently displayed?

(2) Community connection

- Is the community/province/municipality clearly marked?
- Is there anything uniquely distinctive about the markings that identify the community or place it is from?

(3) Readability

- Are the words and graphics clear and concise?
- Do the words stand out or blend in too much?
- Are the words easy to read or is there such a mixture of colours and fonts that it looks like a mobile ransom note?

(4) Visibility

- Is the vehicle highly visible to other drivers?

(5) Uniqueness

- Is the design unique?
- Is the design clean, simple and modern or a confusion of design elements?

(6) Popularity of the design

- This category was decided by the number of judge's votes as compiled by Erik Young.

In the first five categories, points were awarded on a scale of one through ten. In category six, each judge listed their top ten vehicles in order of preference, with ten points awarded for each first place vote, nine for each second, etc. Dave Brown also added his personal votes to this category and made the final subjective decision.

Results

It was a very close finish. Brandon Police Service finished very high in the popular vote and the uniqueness of its design scored well. Judges especially liked the way it managed

to integrate a wheat graphic that parallels the nickname of Brandon as the "Wheat City."

Oak Bay Police Service had one of the cleanest designs and managed to integrate both the words "Oak Bay" and the town crest onto the side of the vehicle without it becoming too busy. It was one of the most immediately identifiable and visible police vehicles, and the design incorporated a clean sweeping graphic in two contrasting colours, making the car appear fast even when standing still. All the lettering is easy to read and the sans serif font is the most effective to read in all capital letters. The word "POLICE" also has a very simple but effective black outline, helping it stand out from the background.

The Ontario Provincial Police design is one of the most unique in Canada. The force took a chance with a distinctly 'retro' look, which was chosen by combining tradition, simplicity and innovation. It has gone to great effort, bringing an old colour scheme up to today's standards for all weather visibility using modern reflective materials. The gold "POLICE" lettering on the side stands out clearly from the black and the design is not only uniquely Canadian but also clearly from Ontario, since each vehicle's home community is displayed on the back of the car

Law Enforcement



1st Place: University of Saskatchewan, SK

This is a perfect example of a law enforcement vehicle that looks highly professional but is not trying to intimidate or imitate a police vehicle. The design is clean and highly visible.



2nd Place: CBSA Canada

The Canada Border Service Agency uses one of the most unique LE designs. It is instantly identifiable as the CBSA and serves as a visible example that its officers perform an important job, not just at borders, but right across the country in a variety of enforcement capacities.

First Nations



1st Place: Kativik, QC

This police vehicle captures the essence of the community in a clean and distinctive design. It uses complementary colours to an advantage in a highly visible and unique way.



2nd Place: Treaty Three Police, ON

The lettering on the side is everything a police car should be – highly visible, instantly identifiable and proudly showing off the community from whence it comes.

DARE/Community Relations



1st Place: Terrebonne, QC

This is everything a community relations vehicle SHOULD be but, most importantly, nothing a police vehicle shouldn't be. A community relations vehicle should be distinctive and friendly, but without looking like a clown car. Tiny little vehicles may seem fun but do not contribute to the image of police as competent professionals. They must tread a fine line between a Hummer H1 and Smart Fortwo, and Terrebonne has precisely hit that mark.



2nd Place: Barrie, ON

What better way to promote that motor sports should take place on a race track, not the street, than a full-house race car?

To submit a vehicle for 2008 send pictures and description of the concept to Dave Brown at BestDressed@BlueLine.ca.

A MATTER OF BLACK AND WHITE



by Deb Palmer

The people of Ontario expect nothing less than a professional and distinguished Ontario Provincial Police (OPP) presence on Ontario highways and in their communities. A renewed emphasis on vehicle visibility is a key element of the OPP Provincial Traffic Safety Program – and has proudly earned *Blue Line Magazine's* 'Car of the Year' distinction for the organization's new black-and-white cruisers. Recognized throughout North America as a leader in traffic safety, the OPP return to the traditional black and white paint scheme is an important component in the proactive plan to make Ontario highways safer.

Review of its approach to traffic safety indicated that visibility was an issue, and that white OPP patrol cars were not visible enough.

In 2003, approximately 20 percent of all vehicles sold in North America were white. There were a growing numbers of white vehicles on the road, along with increased traffic volume. All-white patrol cars were becoming increasingly absorbed into everyday life.

Several non-police agencies, along with some provincial government ministries including the Ministry of Natural Resources and Ministry of Transportation, also used decal white vehicles, often mistaken as police vehicles.

The OPP determined that police forces using two-tone coloured vehicles were more easily identified as police.

Commissioner Julian Fantino felt strongly about the move to black-and-white, and sought changes to policing guidelines that dictated

all-white police cars. It was a distinguished OPP vehicle that Fantino envisioned - one that everyone would easily recognize.

Fantino's direction to make it 'as close to traditional' was explored.

Using up-to-date materials that would provide the greatest measures of safety for both officers and the public was a key priority during development of the new look. An in-house design for decaling added reflective striping on the vehicle sides and rear that did not exist in older black-and-white versions. The word 'Police' is clearly visible on the trunk and the front quarter panels above the wheels.

OPP is on the leading edge of the charge in the use of improved Light Emitting Diode (LED) lighting on cruisers. The new, low profile rooftop lighting system has increased visibility. The new red/blue light combination on cruisers and motorcycles makes them stand out from other vehicular traffic.

With the addition of lights to the front corners and sides, along with rear and tail flashing systems, OPP black-and-whites meet the 360-degree visibility requirement, and exceed most standards.

The transition to the black-and-white paint scheme for the OPP's entire 1200-vehicle fleet will follow the normal two and a half year replacement schedule and be fully implemented by early 2010.

The Ford Crown Victoria was the first of many vehicles within the OPP fleet to undergo the transformation in March 2007. The Chevy Tahoe that is police package rated, has recently been added to the OPP's front-line patrol. It too

sports the new look.

The black-and-white scheme is not restricted to front-line patrol. Marine vessels, snow machines, motorcycles and ATV's will soon become part of the more easily recognized police safety program.

The dramatic contrast of the black-and-white has created a visual distinctiveness that sets itself apart from the traditional all-white patrol cars used by most police forces across the country.

Commissioner Fantino is delighted with the attention the new colours have drawn. He said *Blue Line Magazine's* national recognition as 'Best Dressed Police Vehicle' reiterates the success that the new look has generated. "We knew this would work. Our fresh new visibility on the roads and in communities has re-kindled the public's awareness of a solid police presence. It's a return to tradition as we continue to roll out our complete fleet of black-and-white units across the province."

A strong OPP commitment that targets the inappropriate actions of dangerous drivers continues. This new and powerful symbol of policing in Ontario, coupled with new high visibility roof lights is instrumental in this battle. Drivers who compromise public and officer safety are no longer tolerated in the province where police are touting a fine new look and a strong sense of pride. This renewed focus on visibility, has made it safer for OPP officers who also note an increase in morale.

The instantly recognizable highly-visible traditional black-and-white cars will play a key role in proactively ensuring that drivers get the message.



Lights on cruisers

- Superior output and less power consumption make the LEDs superior to halogen in most conditions.
- The low profile light bar meets the Society of Automotive Engineers spec.J2498.
- Ontario is the last jurisdiction across Canada and most of the United States to switch to the red/blue/white light bar system.
- Blue light is best for night visibility, red light is best for daytime visibility and white light is effective in gaining attention.
- In Ontario, police are the only emergency service vehicle with red/blue lights looking forward.

The colour

- The dramatic contrast of the new black and white patrol vehicles makes them instantly recognizable.
- Police officers deserve increased visibility when doing their work on busy highways.



Decaling

- An important element of the black and white identify is its impressiveness at night. The remarkable in-house design by OPP Fleet Services integrates the unit location into the highly-reflective side striping, along with additional markings on bumpers. A silhouette of the vehicle roofline, visible only at night, provides a full vehicle effect.
- A reflective chevron which appears to project out as a barrier from the rear of the vehicle, adds to officer safety.



“What many of us may not know is that the OPP lettering and crest is probably one of the widest known on earth,” says chief judge Brown. “That’s thanks to Paul McCartney, who wore an OPP patch on the sleeve of his jacket in the famous Beatles’ Sgt. Pepper’s Lonely Hearts Club Band album photographs. I can almost feel myself traveling down the highway in the late 1960s in the back of my dad’s station wagon, listening to Sgt. Pepper on the radio and waving at the passing OPP cruisers.”

Years later, while another generation rediscovers the joys of Beatles music, the OPP is proving we can also rediscover designs from the past and make them work in a modern and effective manner.

A BLACK AND WHITE STORY



The OPP is a police service built on rich heritage and a proud past, and the return to a black and white patrol vehicle strengthens the history of pride and distinction.

The force’s first two-tone patrol cars rolled out in 1941. The white Chevrolet Coupe was the automobile of choice at the time. The all-white vehicles had a black hood, innovative “Police Stop” lights on the front fenders, and “Ontario Provincial Police” was painted in black lettering on the side doors.

By the end of 1949, there were 399 patrol cars, at which time motorcycles were re-introduced.

Several slight variations on the paint scheme evolved over the next few decades. Despite the interesting changes to the black and white paint theme over several decades, the look was distinctive and exclusively Ontario Provincial Police. Officers themselves were sometimes even referred to as ‘black and whites’.

All things endure change, as did the look of OPP vehicles over time. In 1989, an all-white cruiser with highly reflective gold and blue striping was introduced as the new look of police vehicles for the force.

Two police cars are on permanent display

at OPP General Headquarters in Orillia. A 1941 Chev Master Deluxe Coupe, named Car 1, was purchased in 1972 and restored in 1973. Car 7-500, representing the last of the black and white patrol cars used by OPP until 2007, is an 8-cylinder 1989 Chevrolet Caprice, equipped with a radio system, safety equipment, lights and an upgraded suspension system.

The earliest known original OPP vehicle is a 1931 Henderson motorcycle and is on display at The OPP Museum.

Threading the needle on a Harley

by Matt Collison

It all comes down to control for one of Canadian policing's more unique programs. The OPP's Golden Helmets Precision Motorcycle Team has impressed audiences at fairs, charitable events and even HOG (Harley Owners Group) rallies across Ontario since its formation in 1963.

Would-be members need to be physically fit, in good standing with their detachment, show passion for working in traffic, interact well with the public and have one year or more of general motorcycle patrol experience to qualify for an interview.

"Basically (we) just ask you how much they know about the Golden Helmets and how much community service work they have done in the past," says ride master and OPP motorcycle co-ordinator Sgt. Lise Grenier, who has been with the team since it returned from a six year hiatus in 1997,

If all goes well the applicants bike and uniform are inspected and their riding skills assessed, both solo and with other team members. They are also required to take a three week basic motorcycle course. Despite the high profile of the Golden Helmets, Grenier says turnover is quite high.

"Each year we lose members due to retirement and transfers, that sort of thing. We also had some officers who were promoted and are better utilized out in the field in a supervisor capacity, so this year we had all constables and one sergeant."

Members ride standard Harley Davidson Police Specials – the same bikes used on normal patrols. The 30 minute performances involve a complex series of turns and patterns to demonstrate the manoeuvrability of the 800 pound bike and the skill of the riders. The 20 member team consists of the ride master, commentator, motorcycle technician and 17 riders.

The manoeuvres performed are often dictated by surface conditions but members generally don't exceed 80 km/h. "We don't do any daredevil stuff – it's all about precision riding," Grenier explains.

Manoeuvres such as 'thread the needle,' 'triple reverse circle' and 'the wheel' are included in every performance. To perform the wheel, all riders move harmoniously, giving the appearance of a rolling wheel.

"It basically simulates the spokes of a wheel," Grenier explains. "We're arranged as four spokes and it is a continuous moving motion – we're just inches apart from each other."

Members get a chance to rev the Harley's big engines during one of the team's fastest manoeuvres – the crisscross.

"It's an intertwining of the bikes from one side of the road to the other," says Grenier. "We'll have A-team on one side and B-team on the other and we crisscross three times along the length of the track at a pretty good speed."



Performances are often geared to raising money for charities, usually those geared towards helping children.

"We do a fair bit of charity events," says Grenier. "This summer we did the 'Badge Ride' in Barrie and all the funding from that went to charity, along with the 'Ride for Dads,' from which all the proceeds go towards prostate cancer research. Since 1997 we've donated approximately \$50,000 to charities."

Team members also set up booths at motorcycle shows to offer safety tips and provide information about motorcycle laws and regulations; this year they also introduced a motorcycle safety seminar.

"We basically go through safety procedures like the kind of checks you should do on your bike in the spring to make sure that it is ready for the season, (he) proper safety equipment to wear while operating the bike and how to safely and lawfully ride in group-formation," says Grenier. "There are so many more riders out there these days and a lot will organize trips, so we teach them the proper formation for large groups; so far it has been going very well."

It's not all showmanship though. Golden Helmet members act as security escorts for VIPs – they have escorted most of the royal

family, including Princess Diana and Prince Charles' final family trip to Canada in 1991. They also escorted US President George W. Bush and Pope John Paul II.

When asked about the perks, Grenier quipped, "you mean, other than riding a Harley Davidson motorcycle as part of your duties?" Golden Helmets members shoulder plenty of added responsibility in return for that privilege however, she notes.

"The officers volunteer about a third of their own time. There is no overtime allotted for the days missed (for performances)," says Grenier. "When we're not conducting performances, we are all back to our regular detachments doing our regular duties."

Grenier loves performing with the team and was recently moved to OPP headquarters – perhaps a sign of the value placed on her contributions. One of the most rewarding parts is talking with children, particularly young girls, she says.

"My favourite part is actually after the performance. I usually have this huge lineup of little girls," she explains. "They have to come and talk to the female officer, they have to sit on the girls' bike because they are absolutely convinced that it's different from everybody else's. It's really nice to see them get so excited."



MICHIGAN STATE POLICE VEHICLE TRIALS

CHEVROLET



FORD



DODGE



by Dave Brown

The modern automobile is a complex, highly evolved piece of machinery, integrating computers into everything from optimizing engine performance to locking and unlocking the doors. They are difficult to design, complicated to build and problematic to fix. Few of our possessions generate as much frustration – so why do they inspire so much passion?

One reason may be because we see them as extensions of our personality... or perhaps what we *desire* as our personality. As well, many of us spend a great deal of our day inside automobiles. For the law enforcement officer, they are not just transportation; it is their workplace, jailhouse and sometimes even their protection.

For 2008, that officer is going to have the widest range of choices in police vehicles ever assembled. All three North American manufacturers are working to make those mobile offices the best-protected and most comfortable and fuel efficient spaces possible. In some cases, they are also working at lessening their dependency on fossil fuels.

Annual vehicle tests

Every fall the Michigan State Police (MSP), in conjunction with the US National Institute of Justice (NIJ), test the handling and performance of every new police vehicle on the market 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 police chiefs, agency bean counters and street officers alike.

The MSP publish the results on its website (www.michigan.gov/msp) and *Blue Line* 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

The NIJ and MSP divide the field into two categories. Police-package vehicles are designed for the full spectrum of general police activities, including high-speed pursuit. Special-service vehicles are meant for specialized duties such as canine units or adverse weather conditions, and are not intended or recommended for pursuits.

Eleven vehicles were submitted to the NIJ in the police-package category for 2008:

- Chevrolet Impala 9C1 and 9C1 E85 (designed to run on gasoline or up to an 85 per cent ethanol/gasoline mix)
- Chevrolet Tahoe PPV and PPV E85
- Dodge Charger (3.5 litre V6 and 5.7 litre V8)
- Dodge Magnum (3.5 litre V6 and 5.7 litre V8)
- Ford Police Interceptor (3.27:1 final axle ratio and 3.55:1 axle ratio)
- Ford Police Interceptor E85 (3.27:1 final axle)

Special service vehicles submitted for 2008 include:

- Chevrolet Tahoe (4WD)
- Chevrolet Suburban (2WD)
- Ford Explorer (2WD)
- Ford Expedition (2WD)
- Ford F-250 pickup

Police package vehicles

Chevrolet

The Oshawa-assembled Chevrolet 9C1 Impala uses a transverse-mounted V6 to drive the front wheels. The 3.9 litre engine comes with Active Fuel Management and, despite horsepower and torque dropping very slightly for 2008, the Impala keeps getting faster. It handily beats all other vehicles to 100 mph except the big Dodge V8s and has a higher top end than any other vehicle except the 5.7 litre Charger.

The Impala is equipped with heavy-duty oil, power steering and transmission coolers,

all of which help it reach its top end speed of 142 mph. Heavy-duty front and rear stabilizer bars and fully independent front and rear suspension with increased ride height springs help it stay firmly planted on the road.

The 2008 model also features remote entry with programmable lockout protection, remote start and optional fleet-wide key and door remotes. New this year is the FlexFuel option, which allows a mix of fuels from 100 per cent gasoline up to an 85 per cent blend of ethanol.

Like it or not, ethanol blends are the fuel of the future and several provinces are poised to go fully ethanol (up to a 10 per cent blend) within the next year or two. Some US states will be offering blends of up to 85 per cent ethanol – hence the E85 designation in the statistics this year – and both Chevrolet and Ford are now designing their police vehicles to run on these “greener” fuels.

In 2005, the Chevrolet Tahoe was the first sport utility to be tested in the police-package category since 1998 and this full-size vehicle has proven to be a popular and durable choice for both patrol and pursuit. Its cavernous interior has the largest shoulder and headroom of any vehicle and it still out-accelerates almost anything else on the road to 60 miles per hour.

Torque in the 2008 rear-drive Tahoe's V8 is boosted to 340 pounds/feet and it now also comes with the FlexFuel option. (Whether ethanol truly is a greener fuel will be left to the politicians to debate, but since we are burning fossil fuel to plant and harvest the crops and using energy to turn food into fuel, it's questionable if we will end up any further ahead. Of course, nothing can convince a California politician, especially when one considers most of their electricity is imported from neighboring coal-burning states anyway and thus no longer their problem.)

VEHICLE DYNAMICS TESTING ON SEPTEMBER 17, 2007

Vehicles	Lap 1	Lap 2	Lap 3	Lap 4	Lap 5	Average
Ford Police Interceptor 3:27 SPFI	01:39.60	01:39.80	01:39.90	01:40.00	01:40.10	01:39.88
	01:40.90	01:40.90	01:41.00	01:41.00	01:41.10	01:40.98
	01:40.90	01:41.20	01:41.40	01:41.70	01:41.80	01:41.40
	01:40.50	01:40.80	01:40.80	01:41.00	01:41.20	01:40.86
Overall Average						01:40.78
Ford Police Interceptor 3:27 E85 SPFI	01:39.70	01:39.70	01:39.80	01:39.90	01:40.00	01:39.82
	01:40.60	01:40.80	01:40.80	01:40.90	01:41.00	01:40.82
	01:41.20	01:41.30	01:41.40	01:41.40	01:41.50	01:41.36
	01:40.00	01:40.30	01:40.50	01:40.50	01:40.60	01:40.38
Overall Average						01:40.59
Ford Police Interceptor 3:55 SPFI	01:39.70	01:39.90	01:40.00	01:40.50	01:41.40	01:40.30
	01:40.40	01:40.80	01:40.80	01:40.90	01:41.10	01:40.80
	01:41.30	01:41.40	01:41.40	01:41.50	01:41.80	01:41.48
	01:39.90	01:40.10	01:40.20	01:40.30	01:40.60	01:40.22
Overall Average						01:40.70
Chevrolet Impala 9C1 3.9L SPFI	01:43.20	01:43.50	01:43.90	01:43.90	01:44.00	01:43.70
	01:43.40	01:43.80	01:43.90	01:44.00	01:44.10	01:43.84
	01:43.50	01:44.00	01:44.30	01:44.40	01:44.40	01:44.12
	01:41.80	01:42.00	01:42.10	01:42.50	01:42.60	01:42.20
Overall Average						01:43.46
Chevrolet Impala 9C1 3.9L E85 SPFI	01:43.60	01:43.70	01:43.80	01:43.90	01:44.20	01:43.84
	01:42.60	01:42.90	01:43.20	01:43.30	01:43.40	01:43.08
	01:42.50	01:42.70	01:42.90	01:43.50	01:43.70	01:43.06
	01:43.10	01:43.20	01:43.70	01:44.00	01:44.00	01:43.60
Overall Average						01:43.39
Chevrolet Tahoe PPV 2WD	01:43.20	01:43.50	01:43.70	01:43.80	01:43.90	01:43.62
	01:43.40	01:43.80	01:43.80	01:43.80	01:43.80	01:43.72
	01:44.00	01:44.00	01:44.40	01:44.40	01:44.50	01:44.26
	01:43.40	01:43.60	01:43.80	01:43.80	01:43.80	01:43.68
Overall Average						01:43.82
Chevrolet Tahoe PPV 2WD E85	01:42.30	01:42.70	01:42.80	01:43.10	01:43.20	01:42.82
	01:43.60	01:43.70	01:43.80	01:43.90	01:44.00	01:43.80
	01:43.70	01:43.70	01:44.00	01:44.30	01:44.30	01:44.00
	01:43.60	01:43.80	01:43.90	01:44.00	01:44.10	01:43.88
Overall Average						01:43.62
Dodge Magnum 3.5L SPFI	01:41.10	01:41.20	01:41.40	01:41.50	01:41.50	01:41.34
	01:42.20	01:42.20	01:42.20	01:42.30	01:42.30	01:42.24
	01:42.30	01:42.30	01:42.40	01:42.50	01:42.60	01:42.42
	01:40.60	01:40.80	01:41.00	01:41.10	01:41.20	01:40.94
Overall Average						01:41.74

Chrysler

The company known last year as DaimlerChrysler is now just Chrysler again, but is fielding the same lineup of the most aggressive-looking police cars in recent history. This is the third year Dodge has fielded four police-package vehicles: the rear-drive Dodge Charger and Magnum, both available with 3.5 litre V6 and 5.7 litre Hemi V8 engines.

While the V6s can hold their own in acceleration and braking performance, the engine of choice is still the big V8 with the hemispherical combustion chamber. The Hemis are significantly faster to 60, 80, 100 and the gas pumps.

They do come with Dodge's Multiple Displacement System, which can cut back to six and even four cylinders in low-demand situations. This may help the EPA mileage figures somewhat but could have less effect in typical day-to-day police activities.

If things get really hairy, both Dodges are equipped with Chrysler's Electronic Stability Program (ESP), which utilizes the ABS brakes, traction control system, a yaw sensor and a steering angle sensor to help keep the car out of the weeds. (Perhaps one too many police officers experienced the embarrassment of spinning the big-engined Dodge off into the woods and having some 'helpful' redneck pause long enough to ask, "Y'all got a Hemi in that?")

The special police version of the Chrysler ESP comes in three modes: ESP on to enhance stability; partial off to disable traction control at low speeds; and full off to completely disable the ESP while still retaining full ABS braking.

Ford

The Ford Police Interceptor may be the most popular police car on the market but Ford is not resting on its laurels. It is unique in offering optional NIJ Level IIIA ballistic door panels in either the driver's door or both the driver and passenger doors, and there is an optional onboard fire suppression system with both automatic and manual operation. The Interceptor also has a five-star crash test rating and has been tested in a 75 mph rear-end crash.

The 2008 model comes standard with a tire pressure monitoring system and flexible fuel (E85) capability. It also boasts either a non-limited-slip rear axle with a 3.27 final drive ratio or a limited-slip 3.55 rear end.

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 vehicle 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 Chelsea, Michigan proving ground and vehicle dynamics tests are done using the two-mile road course at the Grattan Raceway. All dimensions and measurements given are in US numbers.

SUMMARY OF ACCELERATION AND TOP SPEED TESTING

Police Package Vehicles
September 14, 2007

SPEED	Dodge Charger 3.5L	Dodge Magnum 3.5L	Chevrolet Impala 9C1 3.9L	Ford Police Interceptor 3.27 4.6L E85	Ford Police Interceptor 3.27 4.6L E85	Chevrolet Tahoe PPV 5.3L E85	Chevrolet Tahoe PPV 5.3	Ford Police Interceptor 3.55 4.6L	Dodge Charger 5.7L	Chevrolet Impala 9C1 3.9L E85	Dodge Magnum 5.7L
0-20 MPH (Sec)	2.02	2.04	1.92	1.78	1.82	1.95	2.00	1.77	1.58	1.95	1.56
0-30 MPH (Sec)	3.33	3.40	3.08	3.02	3.03	3.12	3.18	2.94	2.55	3.11	2.52
0-40 MPH (Sec)	4.74	4.82	4.32	4.35	4.34	4.33	4.41	4.28	3.50	4.36	3.47
0-50 MPH (Sec)	6.48	6.56	6.02	6.19	6.20	6.08	6.18	6.20	4.81	6.04	4.84
0-60 MPH (Sec)	8.68	8.81	8.24	8.36	8.25	8.13	8.24	8.17	6.24	8.28	6.35
0-70 MPH (Sec)	11.28	11.46	10.56	10.75	10.55	10.29	10.47	10.54	7.87	10.63	8.04
0-80 MPH (Sec)	14.15	14.42	13.16	13.63	13.40	13.31	13.51	13.60	10.11	13.19	10.44
0-90 MPH (Sec)	18.28	18.76	16.69	17.68	17.46	17.62	17.87	17.50	12.50	16.82	12.98
0-100 MPH (Sec)	23.15	23.96	21.68	22.72	22.29	22.29	22.79	22.20	15.19	21.61	15.82
TOP SPEED	132	132	142	129	129	127	127	120	148	141	131

All results listed above are preliminary and are subject to change upon confirmation of Saturday's data.

Summary of Acceleration & Top Speed for Police Package & Special Service Vehicles.doc

The results

Vehicle dynamics testing

The objective is to determine the high-speed pursuit handling characteristics. Except for the absence of traffic, the two-mile road course simulates actual pursuit conditions, allowing testers to evaluate 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 and top speed

The objectives are to determine the ability of each vehicle to accelerate from a standing start to 60, 80 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 its average deceleration rate in two heat-up decelerations, at predetermined points, 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 interpolating results.

Ergonomics

The objective is to rate whether a vehicle offers a patrol officer a suitable environment in which to perform their job and how well it accommodates the required communication and emergency warning equipment.

A minimum of four officers independently evaluate each vehicle on comfort and instrumentation, then MSP Communications Division personnel evaluate ease of equipment installation. A total of 28 factors are evaluated on a scale of one to ten and averaged among all the testers.

The final result is the total cumulative score from the average of each of the factors, including seat design, padding, ease of entry, head room, instrument placement, HVAC control placement, visibility, dashboard and trunk accessibility (2006 figures).

SUMMARY OF BRAKE TESTING

Police Package Vehicles

September 15, 2007

	Dodge Charger 3.5L	Dodge Magnum 3.5L	Dodge Charger 5.7L	Dodge Magnum 5.7L	Chevrolet Impala 9CI 3.9L	Chevrolet Tahoe PPV 5.3L 2WD	Ford P.I. 3.27 4.6L	Ford P.I. 3.55 4.6L
Phase 1 Average Deceleration Rate	27.41	28.63	27.12	27.54	27.09	27.02	26.89	26.34
Phase 2 Average Deceleration Rate	27.08	28.33	26.76	27.34	26.98	26.70	27.04	25.98
Overall Average Deceleration Rate	27.25	28.48	26.94	27.44	27.03	26.86	26.97	26.16
Projected Stopping Distance From 60.0 MPH	142.1	136.0	143.7	141.1	143.2	144.2	143.6	148.0

Fuel economy

While not an indicator of actual mileage that may be experienced, the US Environmental Protection Agency (EPA) mileage figures serve as a good comparison of mileage potential from vehicle to vehicle. Scores are based on data published by the vehicle manufacturers and certified by the EPA.

Special service vehicles

The 2008 entrants include the four-wheel-drive Chevrolet Tahoe and two-wheel-drive Chevrolet Suburban, Ford Explorer, Ford Expedition and Ford F-250 pickup.

Special Service Vehicles September 15, 2007

	Ford Explorer (2WD) 4.6L	Ford Expedition (2WD) 5.4L 3V	Chevrolet Tahoe (4WD) 5.3L	Chevrolet Suburban % Ton (4WD) 6.0L	Ford F-150 Super Crew (2WD) 5.4L
Phase 1 Average Deceleration Rate	24.66	24.91	24.32	24.79	26.06
Phase 2 Average Deceleration Rate	24.83	24.47	20.27	24.72	26.50
Overall Average Deceleration Rate	24.74	24.69	22.29	24.76	26.28
Projected Stopping Distance From 60.0 MPH	156.5	156.8	173.7	156.4	147.3

All results listed above are preliminary and are subject to change upon confirmation of Saturday's data.

While the NIJ reports the results of their acceleration tests with the special-service category vehicles, they are not intended for pursuits.

For more information on the michigan state police vehicle evaluations go to www.michigan.gov/msp.

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by Jay Hope

A call to action

The earth is warming. It is difficult to go a week without hearing about the changes taking place as a result of climate change – melting polar ice, potential challenges to our sovereignty, increased incidence of severe weather and rising sea levels all pose significant challenges for our society. Emergency responders must prepare for this new reality.

To be effective, we must anticipate the future. Good intelligence is the cornerstone of much of what law enforcement does and that also holds true for emergency management. While the focus is not on criminal intelligence, projections of future impacts form the basis of many decisions. A community risk assessment is the foundation of Ontario emergency management programs and each ministry and municipality annually reviews the hazards they face.

Hazards are ranked based on how likely they are to occur and their potential impact (HIRA – Hazard Identification and Risk Assessment). Once completed, resources are allocated to ensure preparedness and ultimately prevent or mitigate the effects of each major risk. These decisions are often based on past events, similar to the way insurance risk has traditionally been calculated. It is becoming increasingly clear that this approach is not sufficient in today's world. To more fully prepare

our communities and organizations for the risks of tomorrow, we need to better understand the effects of climate change today.

When dealing with a threat, we typically gather all the information we can and then project the threat's impact to plan our actions. With climate change, there is considerable debate about exactly what is occurring and how quickly.

The world is definitely warming. Current projections suggest temperatures will rise by 1.4°C to 5.8°C over this century, with the increase even greater in the North, where temperatures are up about 1°C in the last 100 years. The past decade has been the hottest in the last 150 years. We also have growing evidence that there is a relationship between human activities and global warming, with emissions of greenhouse gasses, such as carbon dioxide, playing a considerable role.

The effects of climate change on the emergency response and management community will be considerable. There may actually be some benefits for agriculture and forestry, but also many direct and indirect downsides. Factors such as changing rainfall patterns and rising sea levels will mean stronger and more frequent storms and tornados, more forest fires and significant floods.

Less noticeable risks will also manifest themselves. For example, higher temperatures will mean new diseases, posing increased challenges for public health responders and increased strain on our health care system. Gradual onset

incidents such as droughts could lead to prolonged water shortages. Heat waves, such as the one that caused over 10,000 deaths in Paris in August 2003, will become more common and pose new response challenges, including increased energy consumption for cooling, possibly straining our electric supply and grid.

We also have to consider effects from outside Canada. As the world's climate changes, certain countries will experience considerable change in their ability to grow crops and supply their populations with drinking water. Resource rich nations such as Canada may be faced with the prospect of mass immigrations; legal or otherwise. This may place considerable strain on our social systems and pose new and evolving security risks.

Our response must include reducing carbon emissions. Efficient and renewable sources of energy will need to replace our current unsustainable reliance on fossil fuels. We can all have an impact by reducing our personal and organizational "carbon footprint." As emergency responders, we must prepare for and adapt to the changes already underway.

From a community perspective, we can begin to forecast what events are most likely to increase or arise and account for these in our HIRA process – even if they have been rare in the past.

Emergency Management Ontario (EMO) will create an annex to our existing strategic plan that will make us better, greener citizens.

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With better knowledge of what might happen, we can examine possible prevention and mitigation strategies, including structural changes, land-use planning and public education.

We also need to rethink the way we respond. Whether the crisis is a heat wave or tornado, the most at-risk members of our society – such as the elderly, very young and those with disabilities – will increasingly need our assistance. As experienced in the Paris heat wave, Hurricane Katrina and closer to home in the 1998 ice storm and even the 2003 blackout, we can no longer wait for those in need to call us to help them.

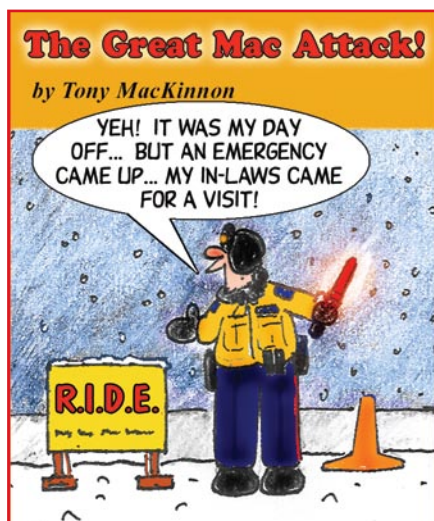
We need to become more aware of those at risk in our community before something occurs and then put in place systems to ensure their wellness in both sudden and gradual onset events. This will involve not only learning about how to respond to them but also developing systematic response approaches to ensure people are not left behind. In most cases, our organizations do not have the capacity to achieve this outcome on our own. We will need to rely more and more on auxiliary members and volunteers from outside our organizations. Now is the time to build stronger relationships with our non-government partners and plan together for events affecting large portions of our population.

In addition to traditional partners such as the Red Cross, Salvation Army and St. John Ambulance, we need to look at working with grassroots community organizations and groups such as the Lions, Rotarians, Scouts and Girl Guides – they can all contribute to preparing for or responding to large-scale events.

Starting today, I urge you to take both personal and organizational action on climate change in 2008. Reduce your carbon footprints, but also work with your leadership to recognize climate change and put in place the preventative and preparatory measures required to adapt to a rapidly changing world.

Without proactive measures today, we will be fighting to react tomorrow. EMO is committed to learning and leading on the issue of climate change – it's the EMO way!

Commissioner Jay Hope is the moderator for the *Managing the Pandemic* conference at the *Blue Line Trade Show* April 30th. He can be reached at emergency@blueline.ca.



BLUE LINE NEWSWEEK

A CHRONICLE OF NEWS FOR THE CANADIAN LAW ENFORCEMENT COMMUNITY

BC Sheriffs "Shanghai" jurors

Nov 29 2007

NEW WESTMINSTER, B.C. - Court sheriffs on the hunt for jurors recently in New Westminster, B.C., corralled more than 30 unsuspecting people, bringing them in from the street and in front of a judge.

The sheriffs were forced to resort to the unusual procedure last week when the jury pool was depleted - the result of what some say is a rise in the number of claims the Insurance Corp. of British Columbia is taking to court.

Tom Collins, a court services spokesman, said the search for jurors on the street only happens once every couple of years. "It's very rare."

Collins said 16 people were found at noon that day, three of whom were selected for jury duty. Later in the afternoon, another 17 people were rounded up.

Personal injury lawyer Wes Mussio was in court that day. "They went out to the New Westminster street, down on Columbia Street, started walking through the shops, and asking people, 'Are you a Canadian citizen?' They say, 'Yes.' 'Are you a B.C. resident?' 'Yes.' 'Are you over 19?' 'Yes,' " he said.

"There were people that were (in) retail, so they were taking the clerks," adding that people had no choice because refusing can land you in contempt of court.

(Globe and Mail)

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Benefits will be determined in accordance with the Public Service Management Law (2005) and Personnel Regulations (2006 Revision), the Public Service Pensions Law (2004 Revision) and CINICO Health Plan.

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- Hoseable rear passenger compartment
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Officials from the Georgia Institute of Technology and Carbon Motors Corporation – a new US automaker – are collaborating to develop the world’s first vehicle built expressly for law enforcement agencies.

The company, which will market its innovative “purpose-built” vehicle directly to customers, also plans to revolutionize automobile manufacturing as a lean and integrated organization. The firm announced plans in March 2006 to build its headquarters and plant in Atlanta, Georgia.

In this era of security concerns, police require, “the most appropriate specialized equipment delivered to them in the most efficient way possible so officers can patrol our communities in a more effective and safe manner,” said William Santana Li, Carbon chairman and CEO.

The company has worked with more than 200 US law enforcement agencies to develop a list of 74 critical criteria the vehicle must meet, Santana said. “This vehicle will be different in almost every way to truly meet the needs and desires of law enforcement.”

To make that vision a reality, Carbon plans to use Georgia Tech’s expertise in a variety of areas, including the ergonomic design of aircraft cockpits and integration of highly complex electronic and electrical systems, developed over decades doing work for military agencies.

“The amount of electronic and electrical

equipment that will be in this vehicle is an order of magnitude beyond what you’d find in any existing automobile,” Li noted. “This becomes not only a systems integration issue, but also a testing and validation concern involving electromagnetic interference and compatibility issues under a variety of environmental conditions.”

The Georgia Tech Research Institute (GTRI) recently developed the Ultra-Armored Patrol concept vehicle for the U.S. military.

“Large scale systems engineering is an area where GTRI has a proven track record of success,” said Stephen E. Cross, GTRI director and a Georgia Tech vice president. The university also has experience in selecting materials, logistics, information technology, manufacturing product life cycle management, sensor technology, aerodynamics, decision making algorithms and process engineering.

Current police vehicles are based on retail passenger vehicles, the company says, which are modified by a highly-fragmented set of local suppliers with little standardization or integration. It promises significantly enhanced total vehicle performance, improved fuel economy, enhanced safety and a reduction in total costs.

Visit www.carbonmotors.com for more information.

Cst. Chris Garrett has been recommended to receive the Cross of Valour posthumously. The nomination, submitted to the Governor General by Ontario Premier Dalton McGuinty, points out the 18-year veteran of the Cobourg Police Service displayed exemplary courage in attempting to stop a murderer while being mortally wounded himself. The 39 year-old officer died May 15, 2004 after an assailant slashed his throat when the officer responded to a false 9-1-1 call. His attacker was later convicted of his murder.



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The Edmonton Police Commission announced that it secured a contract extension for Chief Mike Boyd for an additional three-year term. The contract expires December 31, 2011. Over the past two years, Edmonton’s crime rate has decreased by eight per cent. Boyd is the chair of the Alberta Association of Chiefs of Police and a director of the Canadian Association of Chiefs of Police.



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Keith McCaskill has been selected as the new Chief of the Winnipeg Police Service. McCaskill has spent 29 years in police work rising to the rank of Inspector with Winnipeg before accepting a position with the province co-ordinating municipal and aboriginal policing. He says his top priorities will be improving communication with city residents and improving member morale. “We have to get the citizens of Winnipeg to understand that we’re listening, and we’re going to listen in the future.”



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Federal Justice Minister Rob Nicholson has introduced legislation aimed at cracking down on violent youth crime. The proposed law would toughen sentences for young people to provide what Nicholson refers to as “meaningful consequences for committing violent acts.”



Nicholson also wants to amend the Youth Criminal Justice Act to give judges more power to detain young people considered a danger. The minister says the amendments should also act to instill a sense of responsibility in young offenders for their delinquent or criminal behaviour.

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Joe Tomei has been selected as the new Orangeville Chief of Police last month, ending a three month search process for a replacement for Chief Rod Freeman who accepted a position with the Oxford Community Police. Chief Tomei was a senior officer with over



30 years experience with the Toronto Police Service. He has worked on the front lines in almost every facet of policing with a more recent focus on organized crime. Orangeville, a growing city of 28,000, is situated north of the city of Brampton and has a police service with over 40 members.

Covert assignment training

by Steve Walton

Law enforcement agencies rely on many tactics and techniques to provide a competent and unified response to criminal activities. Two of the more sophisticated, which generically enjoy unqualified successes, are undercover operations and mobile physical surveillance.

Undercover and surveillance trained officers competently and effectively help to deal with crimes such as attacks against the person and property, in conjunction with illicit drug investigations. Traditionally these types of responses have proven to be a tangible and effective deterrent to criminal enterprise; if they have a drawback, it is in the time and resources that must be dedicated to effective training regimens. In fact, some agencies may view the labour intensive training and staffing commitment required as prohibitive.

Covert assignment training can assist agencies and officers alike. I was intimately involved in police undercover drug operations and the subsequent associated surveillance for 10 years and personally observed the inherent value of covert assignment training. Whether providing static support in the surveillance of a known B&E artist or assisting in an undercover drug buy as a static cover team, covertly trained officers proved invaluable time and again.

Upon examination, there are really two major reasons why covert assignment training should be considered as a supplement to major crime investigation and/or undercover operations:

- Less staffing commitment to training;
- Not as many resources are required to complete the training.

In many cases the individual officer seeks out and completes this type of training on their own to further career goals. In other instances the agency itself identifies and secures covert assignment training for pre-selected officers. Regardless of how it is achieved, preparing officers to provide support to undercover operations and other types of responses is both viable and necessary.

The training itself can be completed in a relatively short period of time (normally 16 to 20 hours) and requires only a classroom setting. Its real essence is to enhance the skills of field level officers while also allowing them to recognize some familiar habits or tendencies that police officers can exhibit. I once heard this referred to as "teaching the candidates how not to behave like cops."

A very important skill set associated to covert and undercover type operations is how to detect and conduct counter-surveillance and detect 'inverse surveillance' (people watching and recording policing activities). Counter surveillance techniques integrate nicely with the concept of covert assignment training

because they can be mastered in a relatively short period of time and rely heavily on fixed point surveillance.

Fixed point surveillance is useful because it can assist in surveillance and observation point detection and can identify and record active foot and vehicle patrols. Traditionally the major components that form the essence of counter surveillance – concealment, disguise and anonymity – are easy to grasp and apply in a practical manner.

Training for covert assignment duty includes gaining insight into the mind set of

the undercover police operator, understanding and identifying operational responsibilities and how to fulfill them, and embracing and being able to apply the fundamentals of a covert operations checklist in a real life setting. Candidates will be introduced to the intricacies of maintaining operational integrity through widely accepted covert tactics, and learn the attention to detail required for unmitigated success in these undertakings.

See you in my *Covert Assignment Training* course April 29 at the *Blue Line Trade Show*.

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by Tom Rataj

Alternative vehicle technologies moving forward



Most vehicles on the road today use a gasoline-fuelled internal combustion engine. This has been the case for about a century, but certainly cannot and will not continue for the next century.

Beyond all the environmental problems, cheaply accessible world oil reserves are expected to be exhausted within the next 30 to 60 years, making petroleum-based fuels either unavailable or prohibitively expensive.

With these issues well known for some time, and increasingly stringent vehicle emission standards, the automotive industry and

others have been spending billions on research and development to produce short and long term solutions.

The "hybrid" car is at the forefront of this solution driven research. The Toyota Prius was the first introduced to the commercial market. Launched in Japan in 1997, it arrived in North America and the rest of the world in 2000. Around the same time, Honda introduced its diminutive Insight, a small 2-door, 2-seater designed primarily as a thrifty commuter car.

Both vehicles caused a stir but the Prius became the darling of the environmental movement, especially in Hollywood. Both delivered excellent fuel economy; the Prius got more than 50 mpg and the Insight did better than 60 mpg – 30 to 40 per cent better than comparable conventional cars.

In the past several years, Toyota has produced an improved and revised second generation Prius and added hybrid versions of the popular Camry sedan and Highlander SUV. Its upscale Lexus brand also features three hybrid models.

Honda has discontinued the Insight but introduced hybrid versions of the Civic and Accord. Nissan has also finally introduced a hybrid version of their popular Altima sedan.

North American car manufacturers have been slower to react. Saturn was first with its "GreenLine" hybrid version of the Vue SUV and now the new Aura sedan (which is actually a rebadged Opel Vectra – GM's European brand).

Ford introduced the hybrid version of the Escape SUV in 2004 and Chevrolet is in the process of launching a hybrid 2008 Malibu sedan.

European automakers have yet to offer any hybrid models in North America, although they are all diligently working on various offerings, including diesel-electric hybrids and a whole new generation of ultra-clean diesel technologies.

Types of hybrids

While all these vehicles are hybrids, they implement the technology in substantially different ways to accomplish the same goals. The term 'hybrid' is actually a catch-all for a vehicle drive train that combines an internal combustion engine and electric drive-motor/battery-pack that work together to increase overall fuel economy and reduce tail-pipe emissions.

The technology consists of two major design approaches. In a parallel hybrid system, the combustion engine and electric systems work together to propel the car, while in a series system the electric motor and battery can, under certain conditions, move the car on its own.

Another term, 'mild-hybrid,' is also often used. It generally describes a basic parallel design where the system is relatively simple and not substantially more expensive than a conventional model.

Most systems use 'regenerative' technologies, switching the electric motor into reverse during braking so it works as a generator to recharge the battery or power electrical equipment. This also boosts efficiency and fuel economy because it takes a load off the combustion engine.

Hybrids achieve better fuel economy while driving in stop-and-go city traffic than at constant highway speeds, in part because most turn off the combustion engine when stopped.

Crash safety

While hybrid cars are not inherently more dangerous to deal with in the event of a crash, their high-voltage systems and battery-packs offer a few new challenges. The batteries are designed to be very crash resistant and are placed inside the vehicle structure, protecting them from all but the most severe crashes.

The most important thing for emergency first responders to remember is that all the high-voltage systems, battery-packs and connectors are bright orange and further identified with prominent warning labels. If crashed, most hybrid cars can be made safe by simply

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- Saturn *Vue Green Line
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Source: www.hybridcars.com
*Top 10 hybrid according to hybridcars.com



Chevy Malibu



Toyota Prius



Saturn Vue

turning off the ignition, removing the key and disconnecting the standard 12-volt battery. If there's a fire, plain water can be used to extinguish the flames.

Ethanol

Another alternative technology features engines that can be partially fuelled with ethanol, also known as ethyl alcohol (also found in alcoholic beverages). It's a grain based fuel, usually produced by processing and fermenting corn or sugar beets.

Ethanol's primary advantage is that it can be produced from many types of grains and other renewable sources and burns very cleanly, greatly reducing tail-pipe emissions. Most modern North American vehicles can operate on fuel containing up to 10 per cent ethanol blended with petroleum gasoline (E10).

General Motors currently leads the field with 12 different 2008 models capable of running on up to 85 per cent ethanol and 15 per cent gas (also known as E85). The company's "FlexFuel" vehicle program covers most of its van, pick-up and SUV product lines, including the new Chevrolet Malibu sedan.

Diesel

The next generation diesel vehicles currently arriving from Mercedes, Volkswagen and Jeep are a serious alternative to hybrids. These engines are considerably less complex than any of the hybrid systems, don't require heavy battery packs but offer similar fuel economy numbers. Their



latest-generation 'common-rail' technology has been used extensively in European passenger cars and light trucks for about 10 years (diesel cars account for more than 50 per cent of the European market).

The technology uses a very high-pressure fuel pump to provide constant pressure (upwards of 15,000psi) inside a tubular 'rail.' Individual lines deliver fuel to an electronically controlled, piezo-electric injector module on each cylinder. The enormous pressure atomizes the fuel prior to compression for a very clean burn. Add a particle filter on the exhaust system and other advanced emission control systems and the new diesels can meet even the most stringent emission standards, including notoriously tough California.

Several Jeep models are already available here with the new diesels and rumours abound that Chrysler plans to offer them in its new Caravan and Towne and Country minivans, which have been available with diesel engines in Europe for several years.

Bio-diesel fuel, which contains up to 20

per cent vegetable-oil (B20) blended with petroleum-based diesel, is also becoming available. It substantially reduces harmful emissions and further stretches the fossil fuel supply.

Hydrogen

This expensive wonder fuel, which can be extracted from water, holds great potential. It can be used in modified internal combustion engines, as demonstrated by BMW, or most commonly in a fuel-cell system to generate power for electric drive motors.

Unfortunately, hydrogen use is probably still many years away because it is relatively expensive to produce, fuel-cell technology is still not adequately refined or economically viable for passenger vehicles and an entirely new delivery infrastructure will be needed.

Policing alternatives

For perpetually tight law enforcement budgets, hybrids are starting to become a viable alternative for the transportation needs of non-enforcement and administrative duties.

The 30 to 40 per cent improvement in fuel economy is enough to justify the higher purchase price of a hybrid vehicle, particularly in urban policing environments where they are most efficient. The Toronto Police Parking Enforcement Unit has been using two hybrid Honda Civics and two Smart Fortwo diesels since mid-2007.

Tom Rataj is Blue Line Magazine's technology editor and can be reached at technews@blueline.ca.




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It's easier to complain than face change

by Dorothy Cotton, PhD

I once had a job I really hated and, not surprisingly, decided to get a new job. On the surface, that sounds like the logical thing to do, but I see many people who hate their jobs – yet they stay. They complain about the way things are done in their workplaces, yet fight tooth and nail to keep things the way they are. When I was young and new to the workforce, I remember telling a friend that if she ever heard me say “but we’ve always done it this way,” she should take me out behind the barn and have me shot.

What’s with that? Why is it so hard for people to change, and why do they resist it so much, especially in the workplace? I’m the first one to admit that the change process is not easy. When I decided to leave the place I’d worked for a few decades, I found another job and handed in my resignation. In those weeks before my last day, I had more second thoughts than I could count – and each one began with “what if” or “maybe.” What if I am making a terrible mistake? Maybe I am being hasty. Maybe this is a bad idea. What if the new place is worse? What if it does not work out?

This story does end with ‘happily ever after;’ once I changed jobs, I never looked back. It was clearly the right choice, but it sure

was an eye opener watching myself fight the change every inch of the way.

The fact is human beings are not really designed for change. We are creatures of habit, and there are actually some good reasons for this. For one thing, our brains are wired to do the same things over and over and over. In many ways this is an advantage – it saves a lot of thinking and mental energy. Imagine how difficult it would be if you had to get up each morning and think, “Gee, I wonder what I should do now? There are so many choices! I could bathe, eat, walk the dog, go shopping, build a fence...” Most of us don’t do that. We usually manage to get up, dressed, fed, watered and arrive at our workplace without having a single real thought. We are on automatic pilot.

The pathways in our brain are like the shortcuts through the park where the grass and shrubs are worn away. It is easier to stay on the beaten path than create a new one. Thoughts work the same way, like paths worn through the cells in our brain. If you don’t believe me, think about the last time you went into the bathroom for a reason other than using the toilet. I’ll bet you ended up at the toilet anyhow. Your brain associates the bathroom with toilet activities – so even if you really were looking for a band aid, you end up peeing. How many times have you gotten into your car and found yourself at the office when

that wasn’t really where you were going? Automatic pilot again.

That’s one of the reasons we find it hard to change – biology is working against us – but it’s not the only reason. When one is in the middle of a change, the past is perfectly clear but what lies ahead is not. Even my very awful job had its good points. I had a lot of good friends there, the cafeteria was great and some of the work was interesting. I had all sorts of theories about why the new job would be better, but I really had no facts. That made me a little uneasy. If you have never done something, you can’t know for sure how it’s going to work out. When you combine the comfort of familiar things with an inherent fear of the unknown, you get resistance to change.

Sometimes people resist change because they are not sure they have the skills for the new activity. Actually, sometimes people resist change because they really DON’T have the skills for the new activity. At least part of the reason many people get in trouble with the law or spend time in prison is because they lack the skills to do anything else. So, like the rest of us, they keep doing what they have always done.

If something is familiar, you tend to like it – another odd human trait. We like music that we already know, friends we already have and the place where we grew up. The simplest way to make people like something is just to increase their exposure to it (I think this holds for everything except liver).


One thing that often aids us in change is knowing that we are moving toward something that will make us happy. We tend to think winning the lottery or getting a big promotion will make us happy – so those are changes we are willing to consider, but the bad news is people are very bad at actually anticipating the things that will make them happy. We get it wrong as often as we get it right.

Hmmm... maybe I should not have told you that. It provides another reason to resist change.

So why am I going on about change? Well, it is hard not to be surrounded by it these days. I have noted in particular that the chief of police jobs are turning over in a lot of places. Every time a new chief comes in, there is going to be change. This is probably a good thing over all, as personally, I have yet to see the perfect police service. Once we have one, we can stop changing.

Meanwhile, you might want to listen closely to your reaction the next time change is proposed. If you hear yourself saying phrases like ‘we’ve always done it this way,’ ‘if it ain’t broke don’t fix it,’ ‘if we ignore it, it will pass,’ ‘it was good enough for (name any person older than yourself)’ and ‘leave well enough alone’... I’ll meet you out behind the barn.

For more information, check the commission’s website (www.mentalhealthcommission.ca). For more information about joint police/mental health systems ventures, visit www.pmdl.ca. Email your ideas about law and mental health issues to Dr. Dorothy Cotton (deepblue@blueine.ca).




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I had an opportunity to read the November 2007 issue of *Blue Line*. Congratulations on your focus on the Toronto Police Service on its 50th anniversary.

I am especially pleased to see the reference to the leadership role of the Toronto Police Services Board in building a Service that reflects the needs and expectations of today's Toronto.

This leadership extends beyond shaping the new Command team or the new human resources priorities of the Service. It extends to many of the areas that Matt Collison describes in his article, "Better policing with technology".

The closed-circuit cameras program does not only comply with the guidelines of the Information and Privacy Commissioner, but also with a very precise policy regime which the Board put in place after an extensive community consultation.

Similarly, the pilot project related to cameras and digital video recorders in patrol cars results from a Board directive to install in-car cameras.

And finally, the pilot program to try out "greener" cars came out of the Board's adoption of a policy on environmentally responsible practices.

I point these out in the interest of accuracy but, more importantly, in order to emphasize the point that civilian governance plays an important leadership role in Canadian policing. Sadly, this is often not given the attention, and much less the credit, that is its due.

*Alok Mukherjee, Chair
Toronto Police Services Board*



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I am writing to express my displeasure with any police memorial that would deny an Auxiliary Police Member a place among our fallen comrades.

I, like many of the members on the job today, put on my first uniform as an Auxiliary Constable with the RCMP. This volunteer position had little in the way of recognition, save the many thanks from the regular members for being there, the pride of wearing the uniform, and being able to give something back to the community. Quite frankly, the pay sucked.

I look back without regret on the many times that myself, and all of the other Auxiliary Members, risked our lives because we were part of the "team."

However, when someone from our "team" makes the ultimate sacrifice on the job, should their rank or annual salary have an effect on how they are remembered?

When I did the job, the stripe on my pants was the same color as the people I worked with.

I would encourage all members, despite whether they have ever been a "volunteer cop" or not, to push for Auxiliary Members to be remembered with the same dignity as any other person wearing the blue. Period.

*Chris Drosdoski, President
East St Paul Police Association*

Police focus on internet gangster promotions

MONTREAL - Street gangs have opened a virtual front in their ongoing turf wars and now Canadian police want to turn the Internet into an ally in their quest to stem the rising tide of gang violence.

With the social networking phenomenon hitting full stride, gangs have joined the thousands who are using the Internet for self-promotion.

Searches on YouTube reveal several rudimentary videos of gun-totting "gangs-tas" in some of North America's toughest neighbourhoods, Toronto's Jane-Finch area among them.

The videos are essentially marketing the gang lifestyle to a young, impressionable audience. A recent Statistics Canada report indicated that more Canadian kids faced murder charges in 2006 than ever before - a spike that has been blamed on increased gang activity.

But gangs have not been immune to the double-edge nature of the web as police become increasingly adept at using the technology for their own ends.

Of course web-based detective work faces the same challenges that greets most Internet users searching for reliable information.

While prowling the Internet can give police insight into the notoriously hermetic gang culture, it shouldn't be the sole element of online policing.

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No immunity to terrorism

by Marc Sand

Corporations today face a multitude of security challenges and are vulnerable to a variety of attacks, threats and antagonists, including workplace violence, threats from ex-employees, militant environmentalists, terrorism, money laundering, theft of proprietary information and acts of sabotage.

No one is immune from a terrorist act, no matter where in the world they may live. There are many types of terrorists – the major groups include nationalist, religious, state sponsored, narco, left and right wing – and they are constantly evolving, but all terrorists share one aim; to create havoc, generate publicity and change government decisions without losing the sympathy of their followers and supporters.

Every corporation who communicates by telephone, fax, e-mail, etc. is at risk from terrorism, especially if they operate globally and attract a lot of media attention. Most corporations' policies and procedures to deal with an attack or even natural disaster are not up to date, implicated and refreshed. It is not enough to have money laundering policies in place for investments over \$1,000 (not only \$10,000); other vulnerabilities such as IT infrastructure must be protected.

It is vital to review security policies at least once per year and consult with an expert. We



have been focusing on reviewing current policies for large corporations around the world, assisting them in incorporating the necessary information or developing new policies, teaching them how to evaluate threats and identifying vulnerabilities.

The importance of preparing to be proactive towards terrorism is now more important than ever. With Canada's involvement in Afghanistan, the threat is no longer just waiting across our border.

Marc Sand, PhD., CEPS, CAS, is a certified anti-terrorism specialist and CEO of V.I.P. Protection, which has offices in Canada, and internationally. Marc will teach a one-day course at the *Blue Line Trade Show* April 29th.

NEWS CLIPS

Witness protection program needs updating

Police planners have stated that Canada can have a national witness protection program that meets the needs of all police force across the country for a cost of roughly \$24 million a year.

The price tag, set out in an internal document drawn up last year assumes the Mounties would set up joint units with other forces to make key decisions on individual cases.

The discussion paper insists the more limited witness protection system already run by the RCMP has worked well since its inception in the early 1980s. But it notes that the program "faces many challenges" in meeting current needs.

The study says, "there is a new reality within Canada which demands that services be expanded to those persons who aid law enforcement with national security-terrorism investigations."

The RCMP discussion paper, prepared in part to canvass the views of other police forces on witness protection, estimates a new national program would double the current number to about 140 protected people at any given time.

The cost of the federal program was listed as \$1.9 million for 2005-06, but that covered only the actual expenses for relocating witnesses, not additional costs like RCMP salaries and administrative work.

The price of the proposed new program, including all salary and staffing costs, would be about \$29 million in the first year, said the study. Of that figure, about \$5 million would be startup costs that wouldn't have to be paid in subsequent years, thus reducing the annual program budget to \$24 million.

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Search warrants are becoming a necessity

by Wayne van der Laan

In this age of increased awareness of privacy issues, government agencies and private corporations are becoming much more careful about what they will disclose to police or other investigative agencies.

More often than not, information holders will seek some reassurance they will not be held accountable for releasing even the most innocuous of information. This reassurance often comes in the form of police seeking a warrant ordering them to release information, or using a summons to compel the information into court. This also shifts the burden of civil accountability away from the holder of the information and onto the shoulders of the receivers.

The natural consequence of all this is that investigators must be ready to face the expectation that they will be writing more and more warrants in the future. This is the trend – it has been coming for quite some time – yet police agencies are still reluctant to embrace the inevitable.

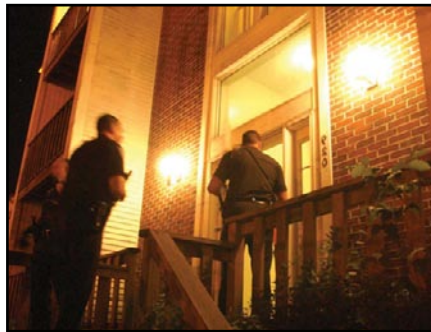
My sister-in-law was home alone one afternoon recently when a man called. He didn't identify himself and his voice wasn't familiar. He engaged her in conversation that was, at first, inconsequential. She played along, as her husband is a bit of a practical joker and she thought he might be disguising his voice, setting her up for something. She became alarmed when the caller started using sexual overtones, then became increasingly graphic and ended by threatening to slash her throat.

Alarmed and frightened but managing to keep her head, she dialled the numbers that would first trace and then "lock" the line so that the caller information would be available through Bell Canada, then called police. The attending officer took a report and called her back a few days later to advise that he had taken the report to his supervisor. They were not going to take the matter any further and would be treating it as an isolated incident or prank.

I wasn't surprised when my sister-in-law told me the story, having seen similar circumstances handled the same way many times throughout my police career.

It was obvious to me that the investigation had been stalled by Bell Canada's requirement for a search warrant to release information on "locked" calls. Had there been no such requirement, the investigation, I suspect, would have continued, possibly leading to the person who had made the call.

So why wasn't that step taken? What stopped the investigation? I believe this to be another case where negative perceptions regarding the search warrant process led to a decision to not invest time and money into what



would otherwise be a viable investigation.

For someone familiar with warrants, a Bell warrant is fairly simple, ranking very low on the "reasonable expectation of privacy scale." For someone with little or no knowledge, any search warrant can be a very daunting task indeed. The perception exists that warrant writing is frustrating, time-consuming and filled with mind numbing detail when, in fact, the opposite is true. Warrants are tailored to suit the matter under investigation, with more simple matters requiring less input than complex investigations.

The key is to become comfortable with the structure and requirements of basic warrant writing and practice these skills as often as possible. Investigations such as above are tailor-made opportunities for someone who is starting to develop their warrant writing skills. All that is required is some basic understanding of the structure, format and content of a search warrant to set the groundwork upon which you will become successful in this new skill.

Accepting warrant requirements as a new reality in policing is the first step to building better officers, supervisors and police organizations. It might also help people sleep better.

My brother-in-law now has to get up at 3 a.m. to meet his wife in the driveway when she comes home late from work, as she is still frightened from her experience with the unknown caller.

Rather than waiting for your organization to offer an opportunity, take charge of your own development by signing up for the **Search Warrant Course** at the *Blue Line Trade Show*. We have put together an intensive, full-day presentation on April 30 covering all you need to know about the basics of obtaining search warrants. The course will serve as a base upon which officers can build their expertise in writing warrants and facing the challenges of tomorrow.

The instructor, **Wayne van der Laan**, has more than 20 years experience in policing with specific experience in CID, break and enter and auto squad. He has bachelor and masters degrees from the University of Guelph and lectures in the technique of investigative interviewing, with a specific focus on writing search warrant reports.

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Police hunting Sudbury murder suspect

by David Toffoli

The Greater Sudbury Police Service is asking police across Canada for help in finding the murderer of a 23 year old university student.

Renée Sweeney, a fourth-year Laurentian University student, was working at a Sudbury Adults Only Video (AOV) store when she was stabbed to death at 11:25 am on Jan. 27, 1998. Cash and other items were taken from the store.

The suspect was described as a white male in his early 20s, between 5 feet 10 and 6 feet tall with a slim build, between 140 and 150 pounds, with short dark hair (dark brown, according to one witness). He was wearing glasses, jeans, running shoes and a grey-hooded top underneath a light weight teal coloured jacket.

The suspect abandoned his lightweight jacket and white cotton gloves a short distance from the scene. A large diaper pin was inside the left breast area of the jacket. A DNA profile was developed on both the gloves and jacket and matches the profile of a male located underneath the victim's fingernails. These DNA profiles are suitable for comparison to suspects, and have been used to eliminate 1,407 suspects.

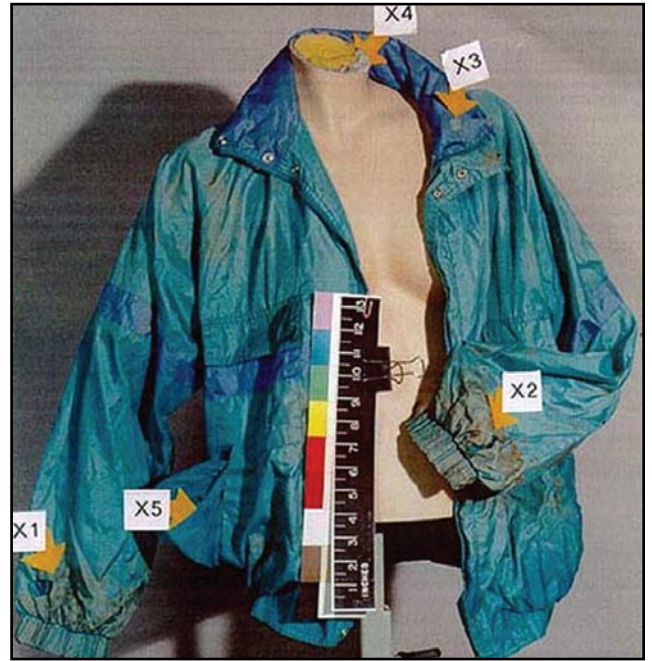
Victim's background

Renee Sweeney:

- Was born and raised in sudbury;
- Was a fourth year music student completing her thesis at Laurentian University;
- Was a member of the sudbury symphony orchestra;
- Had a younger sister, kim, and her mother, carole goulard, has multiple sclerosis and currently resides in a sudbury nursing home;
- Father danny sweeney committed suicide in june, 1990;
- Grandmother ceecilia goulard resides in sudbury;
- Step father bill strachan of sudbury has generally acted as family spokesperson during the investigation;
- Was not involved in a relationship at the time of her death; and
- Had been dating mike lilly since 1996. Their relationship ended in late 1997.

Day of the murder

- The victim arrived at 9 am, left to deposit the previous night's receipts at the bank and opened the store at 10 am.
- Phoned an employee at Sudbury's other AOV store at about 11 am, talking for about 15 minutes before saying she had to go because a customer had entered.
- Two customers entered the store at around 11:30 am and noticed a man crouched down in the cash counter area. He walked directly past them and out the door carrying a teal coloured jacket bundled underneath his arm. One customer noticed the victim laying bleeding on the floor and went to an adjacent store for help.
- A doctor administered first aid but found the victim's vital signs to be absent. The suspect's trail was tracked by a police dog into backyards of a residential area. It was apparent from footwear impressions left in the snow that he paced about a number of locations, unsure of which way to flee. The



dog lost the scent but the jacket and blood soaked cotton gloves were found tucked into some rocks at a construction site.

Post mortem

- The victim was stabbed in excess of thirty times to her face, neck, abdomen, hands and upper back, which caused her death. There were defensive wounds on the inside of both her hands.

Investigation

- It is apparent that the victim was first attacked in front of the counter area, where she possibly came out to meet the customer. A violent attack ensued there, knocking over video and movie racks. Blood pooling on the rug in this area indicates the victim lay wounded there.
- A second attack occurred behind the counter area, where the victim was found laying on her back on the floor.
- The suspect washed the blood off himself in the washroom at some point during the attack.
- His shoe impressions were developed on the floor.
- A small amount of cash was taken and a partial fingerprint in blood was found on the outside of the cash tray.
- The witnesses met with an OPP sketch artist the night of the attack and the first composite of the suspect was hand drawn.
- A second (computer generated) composite was created with another witness in March 1998.

Criminal profile

An OPP criminal profile concluded the suspect:

- Was between 25-30 years old (maturity level, not actual age);
- Most likely lives alone in rented accommodations or is financially dependent on relatives or friends;

- Likely resides in sudbury and is either unemployed or has an entry level job;
- Is a loner of normal intelligence;
- Experienced a stressful event in the weeks preceding the murder;
- Is known for quickly changing moods and inappropriate or violent outbursts of temper;
- Regularly drinks alcohol;
- Typically appears neat, orderly, groomed and casually dressed;
- Has solitary interests such as skiing, hunting or hiking and a history of risk taking;
- Wore gloves to conceal his fingerprints;
- Most likely fled to his residence or another safe place after the offence;

Suspect's jacket

- Bluish /teal coloured nylon jacket, blue collar, solid blue stripe across the torso and solid blue stripes around the upper arms.
- Make: High Sierra; Size: Large
- Jacket was distributed exclusively by Mervyn Department Stores and only in the United States;
- Sold sometime around 1992-1993;

Suspect's shoes

- Black and white Brooks Cross Trainer running shoes.
- Size 8-10.
- An exclusive Sears line introduced in July/Aug 1997.
- 26 pairs of these shoes were sold at the Sudbury Sears store. Each sale was investigated with negative results.

Visit www.reneesweeney.com for further information and a re-enactment. The case is also featured on the RCMP's most wanted web site. Contact lead investigator Det/Sgt David Toffoli at david.toffoli@police.sudbury.on.ca or 705 675-9171 x2320 if you have information which could be helpful to this investigation.

Co-ordination required to combat gangs

by P.A. Sévigny

Police are only part of the answer to solving Canada's street gang problem, attendees to the Canadian Association of Chiefs of Police (CACP) International Congress on Street Gangs in Montreal were told.

Effectively combatting gangs requires more than a simple 'law and order' approach, CACP President Steve Chabot noted at the conference, held in Montreal at the end of October.

"More arrests won't solve the problem," said Chabot. "While police will continue to do their job, we know we're only part of the solution ... we're not the whole solution."

A comprehensive and integrated approach will do more to solve the problem than anything previously done, said Eugene Williams, the interim chief of the Chicago Police Department's organized crime division.

Every police agency must adopt a proactive approach against gangs or face the same kind of problems experienced in Chicago or Los Angeles, Williams told the congress. Some LA gangs have more than a thousand full-time members, he noted, adding Chicago gangs are also turning into new and powerful regional criminal organizations with deep roots in their own and other communities.

The number of people killed in gang-related violence over the past seven years in Chicago is as high as those killed in the previous 80 years, Williams said.

"We've got gangs that are now working crime syndicates," he said. "These guys are armed and dangerous... very dangerous."

Five points dominate the CACP's integrated approach against urban street gangs. While police agree more arrests won't solve the problem, they stress that a lot more work must be done to understand gangs as an integrated social unit.

Among the questions raised were how and why gangs manage to provide social and consumer identity to some (especially teenagers) and not others. While there was a lot of discussion about 'gangsta rap' and assorted 'hip-hop' venues, more than a few posed questions about the media's role in defining 'hip-hop' culture and its subsequent stereotypical role models.

"Since when did pimps become acceptable role-models?" asked one frustrated police woman. "Since when did 'bitch' and 'ho' become an acceptable way to describe a woman?"

Another point stress how an integrated approach must involve every government organization affected by the presence of street gangs.

"We're talking about justice (the Crown), social services, parents, correctional facilities, schools and everybody else who cares," said Chabot. "Everybody has to get involved or nothing will get done."

Police chiefs from Europe and South America agreed the convention was a big step in the right direction. Oscar Bonilla, president of El Salvador's Public Security Council, said both American and Canadian federal immigration departments should reconsider the long term effects of deporting criminal street



gang offenders back to their native countries in Latin America and elsewhere.

While immigration authorities may think they're getting rid of a problem when they deport hard core gang members, they're effectively exporting criminal expertise, along with their contacts, to established gangs in their home countries. Such policies have made gangs a priority issue in both Latin and South America and the Caribbean.

The CACP also committed its respective efforts to improve intelligence, research and a more comprehensive investigation of the Canadian street gang phenomena.

"This will require some investment," said Chabot. "We're going to need money, time and a lot of manpower."

On a positive note, police throughout the country and around the world are paying a lot of attention to the Toronto model, which was developed after last year's tragic Boxing Day shootings.

"We're lucky," said Toronto Police Chief William 'Bill' Blair. "We're very lucky."

Far luckier than Jane Creba, the 15 year old teenager killed by a stray bullet on a street crowded with after Christmas shoppers. The incident prompted both the Ontario government and Toronto police to clamp down on the threat posed by the city's emerging street gangs.

Within months, Toronto police managed to reduce street gang activity by more than 40 per cent using a simple formula. An integrated task force of 115 special investigators from city, provincial and federal police forces work out of a single building alongside 60 crown prosecutors on various anti-gang projects. To counter any kind of ongoing gang activity, the force also has four specialized police teams which can be mobilized at a moment's notice.

"I'm envious," said Montreal police Chief Yvan Delorme. He believes Montreal's street gangs require serious and urgent attention before the situation spins out of control and becomes more difficult to deal with. Using the Toronto model as a working solution, Delorme is no longer willing to accept 'Soon!' as an acceptable answer from the province's public security ministry.

Toronto police chief Bill Blair told *The Suburban* he believes Toronto's integrated

approach, along with comprehensive communications between all parties, will eventually beat the gangs at their own game. Blair also believes police forces throughout the world must develop pro-active, integrated and multi-lateral action plans to neutralize gang resources if they are to be defeated and destroyed. He adds that Toronto gangs "were an emerging force."

CACP president Chabot, who is also the deputy chief of Québec's provincial police (Sureté du Québec), believes lateral and long-term intelligence initiatives will eventually win the battle against the nation's street gangs. He is especially interested in formulating links with financial investigators working for the government, banks and other financial institutions.

"In the end, we're still forced to follow the money," he said. "That's easy to do because they (the gangs) are still a local problem, but if nothing is done, they're going to be a bigger problem... which will require more money, more time and more manpower."

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BELLEVILLE, Ont. - A would-be thief has returned a gold ring stolen from the Boretski Gallery in downtown Belleville.

The owners had noticed the gold ring, set with a large red sapphire, was missing from their display cabinet.

About six months later, a surprise slid through the mail slot: a Christmas card with a hand-scrawled note offering to return the ring.

A man later showed up with the ring and handed it back to the couple. He then asked if he could make a \$20 deposit and make payments to buy it.

The Boretskis accepted his apology and honoured his offer.

"If it didn't happen to us, I would never have believed it," marvelled Tom Boretski, 48, who operates the shop with his wife, Marina, 45.

"I thought, at first, it was some kind of a joke," Boretski said. "I mean, come on, who does this?"

"It's such a perfect Grinch story, isn't it?" he said. "The guy has a sincere change of heart and does his best to right a wrong."

(Belleville Intelligencer)

**

JACKSON, Miss. - Donnie Register has a new reason to be thankful he's married - police say his wedding band deflected a bullet and

probably saved his life.

Police Sgt. Jeffrey Scott says two men walked into Register's shop and asked to see a coin collection, then pulled a gun and demanded money.

A shot was fired as Register threw up his left hand, and his wedding ring deflected the bullet, police said.

His wife Darlene Register says the bullet managed to go through two of his fingers without severing the bone.

A part of the bullet broke off and is in his middle finger - the other part is in his neck, lodged in the muscle tissue.

She said she gives God all the credit.

**

THORNTOWN, Ind. - Authorities used vegetable oil to free a man trapped in the vent shaft of an Indiana grocery store he planned to burglarize.

Nineteen-year-old Adam Cooper is being held on US\$10,000 bail on charges that include burglary and criminal mischief.

Police in Thorntown, Ind. say Cooper was found in the shaft between the ceiling and the roof of the store after someone heard him screaming for help.

Emergency workers cut Cooper's sweat-shirt away, then poured vegetable oil taken from a store shelf down the shaft and handed him a rope.

Four men on the roof then pulled him out.

Thorntown Deputy Marshal Chad Clendening says Cooper had been trapped in the shaft for at least an hour before he was rescued.

"He's really lucky someone heard him yelling," Clendening said. "Otherwise, we probably would have been removing a corpse the next morning."

Earlier that day, Cooper had been on a team that cleaned the store's vent, authorities said.

He reportedly told police he was able to move through the vent while he was working, so he figured he could use it to rob the store.

**

WINNIPEG - Talk about a cold case.

Police responding to an alarm at the inner-city Sherbrook Animal Hospital found a suspect hiding inside a small freezer used to store the remains of dead pets.

Police say when they entered the building, a small dog in a cage near the freezer wouldn't stop barking, which tipped them to the fact something was wrong.

The Winnipeg police canine unit assisted in the arrest.

A 22-year-old man faces charges of break and enter.

(Winnipeg Sun, CTV Winnipeg)

**

KITCHENER, Ont. - Kitchener wants a bylaw making it illegal to urinate and defecate in public, to knock over garbage cans and smash mailboxes.

It hardly seems controversial, but representatives of social and legal agencies came out Monday to express deep concerns about the plan.

They're afraid the homeless will be targeted and with a law that doesn't really offer them the help they need.

Councillors voted to go ahead with the bylaw.

(Waterloo Region Record)

**

ROME - Tweety may get a chance to take the witness stand and sing like a canary.

An Italian court has ordered the animated bird, along with Mickey Mouse, Donald Duck and his girlfriend Daisy, to testify in a counterfeiting case.

In what lawyers believe was a clerical error worthy of a Looney Tunes cartoon, a court in Naples sent a summons to the characters ordering them to appear Friday in a trial.

Fiorenza Sorotto of Disney Company Italia says instead of naming only the companies, clerks also wrote in the witness list the names of the cartoon characters on the counterfeit toys.

(The Associated Press)

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Officers take a peace mission to Israel

by Danette Dooley

RCMP Cst. Beverly Bryant packed two suitcases before heading to Israel in September. One contained personal items she'd need for the two-week trip and the other household items and clothing that would not be coming back.

Bryant and the other 30 people in her group – more than half from Newfoundland and Labrador – decided they would each leave a case filled with essentials at a Humanitarian Aid Distribution Centre known as Tents of Mercy in Haifa, Israel.

"Everything that we could pack into the second suitcase was to help refugee families coming out of another country back into Israel; and they're coming with nothing," Bryant says.

The mission was headed by Wanda Fost, a Newfoundlander and co-founder of the Christian support network *Linking Hearts Ministry*. Fost co-ordinated the trip with Ottawa-based Annie Elliott, who is with the Israel humanitarian aid organization *For Zion's Sake*. Elliott is also the Canadian representative to the Israeli Knesset – the equivalent to Canada's parliament.

"Getting to meet with the Knesset and hearing what's happening in Israel from their point of view was definitely one of the highlights of our trip," Bryant says.

September was a terrific time to visit Israel as that's when many Jewish holidays are celebrated. After landing in Tel Aviv the group traveled to Jerusalem, soon discovering why it's called 'the Golden City.'

"All of the buildings that are constructed in the city are done with this white Jerusalem stone. When the sun sets on it, the whole city looks golden and it's the most amazing site you could ever imagine," she explains.

The group represented Canada at an All National Convention during their time there. After five days, they headed to the Dead Sea en route to the Sea of Galilee through the West Bank.

"Our group wanted to bless the Israeli Defence Force (IDF) soldiers on the checkpoint so we decided to buy drinks and fruit and some other goodies to leave with them as we went through the checkpoint."

Bryant says they were unsure whether or not they'd be permitted to stop to talk to the soldiers. However, they soon learned that their tour guide had served with the IDF and is currently in the reserves. He asked permission to stop the bus, explaining in Hebrew that a contingent from Canada was onboard and would like to meet some of the soldiers.

"I was given the opportunity to meet the IDF soldiers and present them with gifts because of my position with the RCMP," says Bryant, a 22-year Mountie veteran.

Jerry O'Grady, a retired Canadian Armed Forces officer, and Richard Lepp, a retired Saskatoon Police Service officer, were also chosen to present gifts to the soldiers, she says.

"It was a real honour to represent Canada



and thank and encourage the soldiers for protecting the land of Israel," she says, pointing to a photograph of her giving the soldiers treats.

"When they'd see our names (and) that we were from Canada, the faces on these soldiers would light up and they'd say, 'We love Canada,'" she adds.

Every Israeli who is able serves a minimum of two years in the IDF, "so most of the officers that you see are between 18 and 21," Bryant says.

"These young people serve because it's an honour to do so, not because it's required. There are just as many women as men. Any time you saw a group of officers or soldiers together, it would be about half women."

That's not something Canadian police officers are used to seeing, she says.

"Although recruiting is more progressive in Canada these days, women here are still the minority in a dominated male career."

Among the other highlights of the trip was

visiting the Garden of Gethsemane, meeting with Messianic Jews and visiting the Holocaust Museum.

In addition to hundreds of photographs, another treasured possession from the trip is a framed certificate that all members of the group received from a representative for the country's minister of tourism.

"He presented us with these certificates of appreciation and thanked us all for visiting Israel," Bryant says.

While Bryant expects that any trip to the country would be a memorable experience because of its magnificent architecture, making the trip with peace utmost in mind makes it all the more meaningful.

It's a mission she hopes to one day repeat.

"Our trip was all about blessing the people of Israel and we had a real sense of that from the start."

Danette Dooley can be reached at dooley@blueline.ca

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Insurance fraud cheats all of us

by Sue Collings

The 17 year old driver of vehicle 2 was traveling at 60 km/hr in the eastbound curb lane when he was struck by vehicle 1 (1996 Volkswagen), which was travelling northbound at 10 km/hr and failed to stop at the intersection. V1 lost control and struck a hydro pole. The driver was removed on a backboard and taken to hospital by ambulance. V2's airbags deployed. Toronto Fire clean fluids off the roadway and Hydro repaired the damaged pole – edited Toronto Police accident report.

Police listed no other occupants. Both submitted collision and injury claims, which their insurance companies investigated and ultimately denied. This was a staged accident.

Years ago staged Toronto accidents involved two parties deliberately damaging their vehicles, often with bats or tire irons, then reporting the 'accident' to one of the city's three collision reporting centres at different times, ensuring no one saw the vehicles together.

Insurance companies began hiring reconstructionists to determine if the vehicles ever made contact. This was extremely successful, saving millions in phoney physical damage and injury claims; unfortunately insurers had to reveal each time how they concluded a claim was fraudulent, ultimately teaching criminals their investigative techniques. They quickly learned that reconstruction was an effective tool and altered their modus operandi.

The industry was soon introduced to the deliberate collision. With physical evidence supporting an impact, the claim had to be paid – or so they believed. They responded by digging deep and expanding investigative techniques. Although not always successful, the odd victory is extremely gratifying.

The Toronto accident above caught the attention of the collision adjuster, which referred it to its investigation unit because:

- The policy had only been written three weeks earlier;
- The insured was only 17 but seemed extremely knowledgeable about insurance;
- Two passengers claimed injuries, yet police reported the drivers were the only occupants;
- The insured received more than \$13,000 from another insurer just six weeks earlier after his Nissan Pathfinder was stolen.

An engineer hired by the insurance company reported the damages matched and fit the accident report description. He felt the impact was hard and believed the occupants could have been seriously injured. Sensing there was something wrong, a background search was conducted on the insured's 2003 Honda Accord. A VIN history revealed it was written-off in a prior accident, with airbag deployment, seven months earlier with another insurance company. This became a key component in the investigation. The previous deployed airbags would have had to have been replaced. Since this is not mandatory in Ontario on a rebuilt

vehicle, it's extremely rare that a shop or individual does so. The added expense cuts into profits and installation requires expertise many shops do not have.

An expert examined the airbags and SRS control module and determined they were factory installed.

A copy of the Ontario "rebuilt vehicle parts audit form," which requires shops to list all parts used in repairing a rebuilt vehicle, attach receipts for all new parts purchased and the VIN for parts taken from donor cars, was ordered. Someone had written "no airbag replaced" on the form.

In his signed statement, the 17 year old insured advised he bought the car from his cousin only a few weeks prior to the accident, paying cash so there was only a receipt.

A history search on the cousin and his wife showed eight prior insurance claims involving theft, collisions and injuries between them. They currently owned three Volkswagens. The investigator recalled that Vehicle 1 was a VW and ran a VIN history, revealing the cousin as the previous owner.

The insured indicated in his signed statement that he'd also purchased the VW from a cousin; the histories showed both vehicles had been owned by the same individual only weeks earlier – both drivers had the same cousin. The claim was denied for fraud. The 17 year old insured did not challenge the decision and ultimately disappeared.

It's hard to comprehend why anyone would take such extreme measures to commit insurance fraud. The two vehicles hit hard and the airbags in the Honda were hanging limp. There was obvious intent here, but accidents of this serious nature are admittedly rare. Most fraudsters are smart enough to realize someone may be hurt and instead simply create the illusion of a serious, legitimate accident.

Where fraudsters once preferred attending collision reporting centres, the latest trend is to call police. Perhaps they feel it will help legitimize the claim, deflecting suspicion. Many also call an ambulance.

We've seen variations on the staged accident, including deliberate collisions with innocent, unsuspecting third parties. Criminals fill their vehicle with willing participants and simply rear end another to submit phoney injury claims, which are very difficult to investigate and troubling in nature.

The latest trend involves body shops buying high end write-offs at auction. The shop registers it in an accomplice's name, who then buys insurance. The vehicle is involved in another 'accident' within a few days or weeks. The old damage is pawned off as new and the unsuspecting insurance company pays to fix what it assumes was an operational vehicle.

Imagine a shop buying a damaged 2004 BMW for \$18,000, having it insured and staging a collision at a remote location with another damaged vehicle. The unwitting insur-

ance company pays \$55,000 for the BMW, which is again deemed a write-off, netting a tidy \$37,000 profit for the shop – not including profit on the second involved vehicle.

Such scams require help. Safety standard and (for salvage) structural integrity certificates are needed to register the vehicles – only an unscrupulous garage would participate in such a fraud. Tow operators take the vehicles to remote locations and set them into position; officers usually don't question their attendance at accident scenes, assuming they simply heard the call over their scanner and arrived first.

By taking a few extra minutes to look at an accident and asking a few simple questions, police can help catch these criminals and uncover staged accidents. Insurers don't expect officers to take these steps on every accident – we know you simply don't have the time – but a phone call to an insurance company would go a long way. Here are a few red flags that may warrant a call:

- Ownership lists the vehicle as a "rebuilt"
- The insurance coverage is relatively new (three months or less)
- The accident location is in a quiet residential or industrial area with light traffic
- No one from either vehicle lives in the area
- The accident occurs late at night
- The engine or hood is cold even though you arrived within minutes of the call
- Multiple occupants from different addresses
- No skid or tire marks and no impact debris
- Cut battery cables and/or no fluid in the radiator, or it's on the ground
- Vehicle seems out of the insured's price range (20 year old driving a \$60,000 car)
- Unexplained cracked or broken glass
- Heavy dirt or dust on the hood, roof and trunk indicating the vehicle has been sitting
- Screwdriver marks around the VIN plates

Also, look for signs airbags deployed:

- Powder on the interior and passengers
- Clean bags with no dirt or grime
- Corresponding glass damage
- Facial marks or injuries on front seat passengers (eye glasses usually leave clear marks)

Officers seeing any of these red flags shouldn't hesitate to call the involved insurance companies. Most have retired or ex-police officers working in their special investigation units. If you're unsure of who to contact, call me directly at 905 785-9096 and I will help direct you to the appropriate investigator.

The Insurance Bureau of Canada Investigative Services Division (416 252-3441, 1 877 IBC-TIPS (after hours) or visit IBC.ca and click on IBC TIPS) can also help.

Insurance fraud is not just an industry problem. It ties up first responders, keeping them from legitimate incidents. We need to work together to stop this abuse.

Sue Collings is a former Toronto police officer who has worked as an insurance investigator for the past 12 years. Sue will teach a one-half day course at the Blue Line Trade Show April 29th.

DISPATCHES

The RCMP has reinstated Deputy Commissioner **Barbara George** eight months after she was suspended with pay amid allegations of fiscal mismanagement at the national police force. The Mounties took the unusual step of emphasizing the investigation into her conduct did not involve any allegation that she had misappropriated public funds for personal gain, it says, nor that she was personally involved in the mismanagement of the Mounties' pension or insurance plans.



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Terry Coleman, former Chief of Police in the City of Moose Jaw has been appointed Deputy Minister of the expanded Ministry of Corrections, Public Safety and Policing. Chief Coleman has more than 37 years of policing experience. He left the Calgary Police Service as the Inspector to become the Chief of Police in Moose Jaw in 1997. He has a Masters of Human Resource Management as well as a Masters of Police Studies and is currently a PhD candidate at the University of Regina. His research focus is the measurement of the organizational performance of police organizations.



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Dale Larsen was selected the new Chief of Police for the Moose Jaw Police Service and was sworn in on December 18. Larsen was previously employed at Saskatchewan Gaming Corp. Prior to that he was the Deputy Chief in Moose Jaw for six years. He has over 29 years experience in policing.



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Darryl Hickie has been appointed the Minister of Public Safety for Saskatchewan after winning his seat in the November elections. Hickie is a former Constable with the Prince Albert Police Service and also a former Federal Correctional and Parole officer. He was elected as an MLA for the Riding of Prince Albert Carlton for the Saskatchewan Party. His official designation is Minister of Corrections, Public Safety and Policing.



<><>

Christine Tell has been appointed Minister of Tourism, Parks, Culture and Sport Minister responsible for the Capital City Commission. Tell is a former Police Sergeant with the Regina Police Service and former president of the Regina Police Association. The appointment followed her winning a seat in the Legislature for the Riding of Regina Wascana Plains in the November elections.



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Joceline Schreimer is the third police officer to recently win a seat in the Saskatchewan Legislative Assembly. A former Sgt. with the Saskatoon Police Service, she won her candidacy with the Saskatchewan Party for the Riding of Saskatoon Sutherland. Schreimer was a member of the Saskatoon Police Service for over 18 years with her last position working in the Saskatoon Integrated Drug Unit.



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This one-day course is a comprehensive examination of the essential skills pre-requisite to effective covert operations. The training regimen includes: Understanding undercover objectives; Identifying operational responsibilities and duties; Covert operations checklist; Counter surveillance techniques; Close quarters combat techniques.

Instructor: Detective Steve Walton (retired) was a member of the Calgary Police Service for twenty five years. For the last ten years of his career Steve was attached to the Drug Unit and was responsible for managing a drug undercover street team and high level drug investigations. Steve has supervised more than 120 undercover drug operations, 220 surveillances related to drug enforcement, and 780 undercover drug transactions. He is the author of the First Response Guide to Street Drugs books.

Terrorism vs Canada in the 21st Century

April 29: 0900:1600 Fee: \$225 + GST



This one-day course is an examination of terrorism and the information an officer needs for effective policing in the midst of this threat. The course will include: An introduction to terrorism including types and infrastructure; How terrorism will change the way police officers do their jobs; Understanding the importance of intelligence and information; Evolution of terrorism.

Instructor: Marc Sand, CEO of V.I.P. Protection has a B.A. degree in Law and PhD. in Psychology. He has training in a wide array of commando, martial arts and other special operations disciplines. He is a guest lecturer on terrorism at St. Clair College in Chatham, Mohawk College campuses in Brantford and Hamilton. He has been a guest lecturer with several police services in Canada as well as the American Society of Industrial Security.

Detecting Deception by Verbal Analysis

April 29: 0900-1600 Fee: \$225 + GST



This one-day course will examine how you can detect a liar every time by analyzing their verbal responses. Liars are frequently caught through their own verbal mistakes. You will learn: Five key words that liars use in their speech; Three words that tell you a liar has left something out; One thing liars always do on paper or in person, and how to turn it around on them; How to look at a statement and know deception is taking place; Two key phrases that signal a liar is skipping over critical or sensitive information.

Instructor: S/Sgt Gord MacKinnon (retired) with thirty years in law enforcement, has experience in a multitude of areas including criminal investigation, underwater search and recovery, fraud investigation and, Intelligence. Gord is an acclaimed lecturer in the techniques of investigative interviewing and is author of the book Investigative Interviewing.

Ontario Gang Investigators Course

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Course content pending.

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Search Warrant Preparation

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Instructor: A/Sgt Wayne van der Laan (retired) has 20 years experience in law enforcement that includes service in Criminal Investigation Unit, Public Order Unit, Break and Enter Unit and Auto Squad. Wayne holds a Bachelor of Commerce and a Masters Degree from the University of Guelph.

Crime Scene Management

April 30: 0900-1200 Fee: \$125 + GST

This half-day course will look at crime scenes; Crime Scene management and, Handling of evidence for front line officers.

DNA: Evidentiary Uses & Misuses

April 30: 1300-1500 Fee: \$125 + GST Both of Brian Ward courses may be combined for a fee of \$225.



This half-day course will examine the history of DNA; A discussion of the national DNA databank and, The importance of Scene preservation for DNA management.

Instructor: Brian Ward retired from policing in 2006 in the rank of Staff Sergeant. His career included 20 years with the Toronto Police Forensic Identification Service. He is forensic technology editor for Blue Line Magazine, teaches at Humber College and Durham College and provides private forensic consulting services.

Managing the Pandemic

April 30: 0900-1600 Fee: \$225 + GST



This one-day conference examines the latest facts used by the medical community to articulate its Pandemic Influenza Doctrine. Then will consider how these facts are analyzed by government ministries and businesses as they prepare for an outbreak; including considerations that police services must take as they develop their plans, and the challenges faced as the Ministry of Attorney General attempts to ensure the orderly performance of the courts. The conference closes with a presentation of the best practices and innovations being developed and applied by emergency management professional.

Moderator: Jay Hope, Ontario's Commissioner of Emergency Management, is a distinguished police veteran with a career in public service and community safety spanning almost 30 years. Appointed as the OPP's Deputy Commissioner, Strategic Services, in November 2004, he was responsible for developing the OPP's strategic vision, including Aboriginal and First Nations policing, and media and corporate relations, policy, municipal policing contracts and training.

The In-depth World of Insurance Investigations

April 30: 0900-1200 Fee: \$125 + GST



This one-half day course will include: Use of experts such as engineers, reconstructionists, ploygraph, DNA, forensic accountants, locksmiths; Use of such experts in arson, auto theft, break & enters and auto accidents; Summary of insurance legislation and how it aids in the investigative process; Police access to insurance investigation file.

Instructor: Sue Collings is a former Toronto Police Officer who has worked for the past 12 years as an insurance investigator. Sue is currently the president of the Canadian Association of Special Investigations Units.

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Not all inducements render statement involuntary

by Mike Novakowski

Not every inducement to a detained suspect will render their statement to police involuntary.

In *R. v. Spencer*, 2007 SCC 11, the accused was arrested while driving a vehicle associated to three robberies. It was registered to his girlfriend, who was later arrested for one of the robberies. A handgun and property (watches and jewellery) from a robbery was found after police executed a search warrant at their shared residence.

Spencer asked a police officer what was going to happen to his girlfriend and was told they would both be charged with possession of the handgun and jewellery. Spencer offered to confess if police went easy on his girlfriend. The interrogating officer said he could not make such a deal but could hear his story and make recommendations. Spencer also asked to see his girlfriend. After confessing to some of the robberies, he was allowed to visit his girlfriend, confessed to more robberies and was subsequently charged with 18 counts of robbery.

During a voir dire in British Columbia Supreme Court, the trial judge ruled the statements were voluntary and therefore admissible. He found there were no threats or quid pro quo offers made in response to the accused's repeated requests for his girlfriend's leniency. Nor was he promised that she would not be charged. He merely appealed to Spencer's common sense and knowledge of the criminal justice system. Allowing the visit with his girlfriend was a small inducement, but not strong enough to raise a reasonable doubt about whether Spencer's free will was overborne. He was convicted.

Spencer appealed to the BC Court of Appeal, arguing his statements were inadmissible because they were not made voluntarily; he was induced to confess by hope of leniency for his girlfriend and promised a visit with her. In a 2:1 judgment, the appeal was allowed, the statements ruled inadmissible and the convictions overturned.

The majority found the trial judge applied the wrong test and considered irrelevant factors, such as who proposed the deal, Spencer's attitude and demeanour and whether police and Spencer were on a level playing field. The lone dissent found the trial judge did the correct analysis, both legally and factually.

The Crown appealed to the Supreme Court of Canada, which in a 6:2 judgment reversed the appeal court decision. Justice Deschamps, writing the majority opinion, concluded the trial judge correctly applied the law and his finding that the confession was voluntary was entitled to deference.



Statement voluntariness

Under the common law confessions rule, statements made by an accused to a person in authority are inadmissible as evidence unless the Crown proves beyond a reasonable doubt that they were voluntary. In deciding whether a statement is voluntary, a court must consider several factors, including inducements (threats or promises), oppression, the operating mind doctrine and police trickery (which is a distinct inquiry).

Promises

Promises considered in the voluntariness analysis need not be directed at the accused to have a coercive effect, as was the allegation in this case. A quid pro quo offer is the most important consideration when an inducement is alleged, however it does not occupy "centre stage" – voluntariness does.

Although important, quid pro quo is neither an exclusive factor in assessment nor one determinative of voluntariness. Rather, it will be contextual and the court must be sensitive to the particularities of the individual. Thus, to render a statement involuntary, a quid pro quo held must be strong enough to raise a reasonable doubt about whether the will of the individual has been overborne:

While a quid pro quo is an important factor in establishing the existence of a threat or promise, it is the strength of the inducement, having regard to that particular individual and his or her circumstances, that is to be considered in the overall contextual analysis into the voluntariness of the accused's statement, said Justice Deschamps.

In this case, the trial judge considered all of the relevant circumstances and properly applied the law, Deschamps stated:

In my view, the trial judge made no error of law in concluding that no offer of leniency was made in respect of (the accused's girlfriend) and that the withholding of a visit to her until at least a partial confession was made was an inducement that wasn't strong enough to render the accused's statements inadmissible.

It was a relevant factor that the accused had not "lost control of the interview to the point where he and (the officer were) no longer playing on a level field..."

In Oickle, (Justice Iacobucci) explicitly recognized that "(t)he absence of oppression is important not only in its own right, but also because it affects the overall voluntariness analysis."

It was also relevant to the particularities of the (accused) that, according to the trial judge, he was aggressive and a "mature and savvy participant" and that he unsuccessfully attempted many times to secure "deals" with the police. While none of these factors are determinative, it wasn't an error for the trial judge to consider them in his contextual analysis (paras. 20-21).

Another view

The minority took a different position. In their view, the will of the individual need only be overborne in the sense that they would not otherwise have given a statement except to avoid pain or achieve promise gained. There is no need to lose any meaningful independent ability to choose to remain silent. It did agree that threats or promises (explicit or implicit) need not be aimed at the accused, but could be directed to someone closely related to them, such as telling a mother her daughter would not be charged with shoplifting if she confesses to a similar offence.

Justice Fish, writing the minority judgment, concluded police made a "compound quid pro quo – an implicit but unmistakable threat (to bring criminal charges against his girlfriend unless he confessed), accompanied by an implicit but unmistakable promise (recommend no charges against his girlfriend if he confessed)."

He then immediately admitted to the robberies. The minority would have affirmed the appeal court's ruling, overturning Spencer's conviction.

The Crown's appeal was allowed and Spencer's conviction restored.

Reasonable grounds includes officer experience

by Mike Novakowski

Reasonable grounds are to be assessed through the lens of the police officer, not a lay person, British Columbia's top court has held.

In *R. v. Tran*, 2007 BCCA 491, police were conducting surveillance of a habitual drug-user. When not in jail, he was known to support his ongoing addiction through daily crimes of breaking and entering homes and stealing cars. Police received information from his relative that he had recently been released from jail and was engaging in drug use and property crimes.

They watched him and another person go from house to house in a residential neighbourhood, carrying a crowbar obtained that morning from a hardware store. Officers saw them attempt to break into a house but then, after apparently becoming aware of the surveillance, flee back to the drug-user's relative's residence from which they had come.

A few minutes later, police saw the drug user come into the lane behind the house. He got into a vehicle which pulled up and was observed kneeling in the front passenger seat. An officer could see that the user was in close proximity to the driver, Tran, and was able to see his upper body but not his hands. After about 15 seconds, the user got out of the car and it drove away.

Police followed, stopped the vehicle and arrested Tran for trafficking in a controlled substance. A search turned up a black pouch containing 11 flaps of cocaine (totalling 3.7 grams), 19 flaps of heroin (totalling 3.8 grams) and a can of dog repellent were located in a pocket or compartment on the driver's side door.

A search of Tran revealed \$136 cash and a cell phone which rang constantly (police didn't answer it). Meanwhile, another surveillance team member chased two other men into the residence, where he found and arrested the user and recovered one package believed to contain drugs.

At trial in BC Supreme Court, Tran argued his right to be secure from unreasonable search and seizure under *s.8* of the Charter was breached. In his view, the officer did not have objective reasonable grounds to make the arrest and therefore the search that followed was unreasonable.

The trial judge disagreed, holding that the officer's observations, combined with their knowledge of the user, were sufficient to provide reasonable grounds that the driver had drugs. The officer testified that she had reasonable grounds, including the user's background as a drug addict known to support his habit through property crime, his suspicious behaviour during the surveillance, his actions in kneeling down inside the vehicle in a very brief meeting and his body language while in the vehicle. Tran was convicted of possessing cocaine and heroin for the purpose of trafficking.

Tran appealed to the BC Court of Appeal, submitting his rights under *s.8* and *9* were breached. He contended that police, although perhaps having sufficient grounds to detain, did not have objective reasonable grounds for the arrest and therefore the searches that followed were not valid as an incident to arrest. Further, he argued the officer's experience wasn't relevant to the assessment as to whether objective reasonable grounds existed. In his view, the test for reasonableness is what a reasonable lay person would conclude in the circumstances.

Justice Lavine, giving the court's opinion, confirmed that a search incident to arrest will be valid if the arrest is valid. An arrest will be valid if the officer has reasonable grounds upon which to base it, including both a subjective and objective component. Subjectively, the officer must believe they have reasonable grounds and they must be objectively reasonable. As well, "the objective reasonableness of the arresting officer's grounds must be assessed from the standpoint of the reasonable person 'standing in the shoes of the police officer,'" not through the lens of a lay person.

There was no dispute that the arresting officer subjectively had reasonable grounds. As for the objective grounds, the officer did not see an actual exchange between the user and

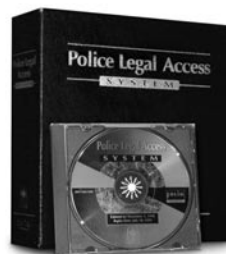
Tran. However, looking at the "entire picture," objective grounds did exist. The officer had ten years of experience, including five years on the property crime surveillance team. She had seen in excess of 100 drug transactions and testified the encounter between the user and Tran fit the pattern of a "dial-a-dope" transaction. The trial judge properly considered the following factors to infer that the encounter in the vehicle was a drug transaction:

- The knowledge of the user's drug addiction and his penchant for property crimes to support his habit;
- The information from the user's relative that he had been released from jail and was using drugs and committing crimes;
- The observations of the user "casing the neighbourhood" and attempting to break and enter into a residence;
- The encounter between the user and Tran in the vehicle, which the officer believed, based on her experience, was consistent with a "dial-a-dope" transaction.

The test for determining reasonable grounds is not to view each item of evidence separately, but to view them cumulatively using the "totality of the circumstances" analysis.

Tran's appeal was dismissed and his conviction upheld.

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Incidental search lawful despite delay

by Mike Novakowski

A substantial delay in searching as an incident to arrest will not render the search unreasonable, as long as police have a reasonable explanation for the delay.

In *R. v. Washington*, 2007 BCCA 540, a Helijet employee suspected a package bound for Victoria from Vancouver contained drugs and opened it for inspection. After seeing a white powder he believed to be cocaine, he re-sealed it and called police, who re-opened it and took a sample. A test identified the powder as crystal methamphetamine.

Shortly thereafter, the package, addressed to "Nicole Washington," was picked up at the Helijet terminal by Washington, accompanied by co-accused Shepherd. The two women were arrested as they got into a car to leave the terminal. The vehicle was towed to the police station and searched almost an hour later, rather than in front of the busy terminal, and police found more evidence, including meth, cash, small baggies, cell phones, scales and identification. Both women were jointly charged with possession of methamphetamine for the purpose of trafficking.

The women were convicted at trial in British Columbia Provincial Court. The judge concluded the Helijet employee wasn't an agent of the state and therefore his actions did not amount to a search, thus the search wasn't unreasonable and provided police with proper grounds for the arrest. Searching the vehicle was reasonable as it was incidental to arrest, ensuring protection of police and preserving and discovering evidence. The Charter was not breached, he concluded, and, even if it was, he would not have excluded the evidence under *s.24(2)*.

The accused appealed to the BC Court of Appeal arguing, among other things, that their *s.8* rights were breached when police searched the package, they did not have reasonable grounds to make the arrest and the search of their car wasn't incidental to arrest.

Package search

Washington and Shepherd argued they had a privacy interest in the package and retained that interest, despite the Helijet employee opening it. Hence, when police



searched it without a warrant, they breached *s.8*. The Crown, on the other hand, submitted the women lost any constitutionally protected privacy interest in the package once the employee opened and inspected it, thus the police actions did not violate the Charter.

Justice Ryan, authoring the majority decision, ruled the accused maintained a privacy interest in the package when the Helijet employee opened and then re-sealed it. By the time police arrived, the powder had been returned to the package; opening it to examine the contents without proper grounds and a warrant breached the accused's rights to be secure against unreasonable search or seizure.

Ryan then considered whether the evidence was admissible as a result of the police search, finding the evidence was non-conscriptive and therefore would not affect the fairness of the trial. As for the seriousness of the breach, the expectation of privacy in the package wasn't as high as that related to bodily integrity of a home or office. Although police did not have sufficient grounds to get a warrant (until they opened the package) and there were not exigent circumstances, they did not act flagrantly or in bad faith. The evidence was crucial to the Crown's case and the charges were serious. The evidence was therefore admissible.

Reasonable grounds

The accused contended police did not have objective grounds to arrest them for possess-

ing the drugs because there wasn't anything to indicate they knew the package contained drugs. Ryan disagreed. In her view, police had grounds to believe the package contained meth when they examined its contents. Washington appeared to pick it up shortly after it arrived and it was a reasonable inference that she likely knew it was being sent to her. At this point, police had reasonable grounds to arrest her.

Her co-accused, Shepherd, was with Washington. Rather than placing the package in the trunk or the back seat, Washington handed it to Shepherd, who was in physical possession when arrested. There were reasonable grounds to arrest both women.

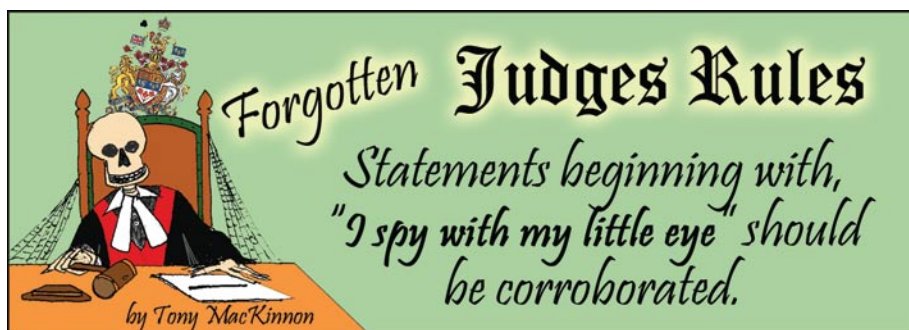
Vehicle search

Since the women were lawfully arrested, their vehicle could be searched as an incident to arrest. They argued however, that because the search was conducted almost an hour after their arrests, it had become unlawful. A search incidental to arrest will usually occur within a reasonable time. However, a substantial delay will not automatically render a search unlawful if there is a reasonable explanation.

Police said they towed the vehicle to the station because there was traffic in front of the Helijet terminal. This was a sensible explanation, which the trial judge accepted. The search, therefore, remained proper an incident of a lawful arrest. The appeals were dismissed.

A minority view

Justice Rowles agreed with the majority that the accused maintained a reasonable expectation of privacy in the package, so police breached *s.8* when they opened it. They did not have a warrant or reasonable grounds to obtain one, nor did security concerns prompt them opening it, but she disagreed that the evidence was admissible. Rowles argued that it should have been excluded, the appeals allowed and the convictions set aside.



Detention doesn't always begin with arrest decision

by Mike Novakowski

A police officer's decision to arrest an individual if they flee does not necessarily constitute a detention, Alberta's highest court has held.

In *R. v. Makhmudov and Marinov*, 2007 ABCA 248, Makhmudov and Marinov were at a bus depot in Calgary, en route from Vancouver to Toronto. A police officer working with the Jetway program smelled the zipper area of two identical duffel bags and noted the odour of marijuana. One bag was labelled "MERINOV" and the other "KUD".

The officer secured the bags in the back of a police vehicle. To identify their owners, undercover police told passengers there was a problem with some luggage and asked that it be re-tagged. The two suspicious bags were placed beside the bus and the tags removed or hidden. An officer dressed in a Greyhound bus sweater reviewed passenger's bus tickets.

A police officer asked Marinov if any bags were his, noting that they needed to be tagged properly. Marinov identified one of the suspicious bags as his and said the other belonged to his friend. An officer went onto the bus and asked for "KUD." Makhmudov identified himself and was told some bags had been improperly tagged. The officer handed him a tag and told him to fill it out and place it on his bag. At this point Makhmudov identified the second suspicious bag as belonging to him, filling out a tag and placing it on the bag. Immediately after the bags were identified, the men were arrested and the bags searched. Police found restricted guns, ammunition, cocaine and marijuana in each bag.

At trial in the Alberta Court of Queen's Bench, the judge concluded the men were not detained, the arrests lawful and the interim seizure of the bags without a warrant (placing them in the police car) was done by a police officer acting in the execution of his duty to preserve evidence. None of the men's rights under s.7, 8, 10(a), or 10(b) of the Charter were breached. Makhmudov and Marinov were convicted on weapons, cocaine and marijuana offences.

The men appealed to the Alberta Court of Appeal, arguing police controlled their movements and therefore detained them. Detention occurs the moment a police officer forms the state of mind that the suspect will be prevented from leaving, they submitted, even if the suspect has no knowledge of the officer's intention. Police testified they would have arrested the men if they tried to flee.

The men also contended that they were denied their rights under s.10(a) and (b) of the Charter, and their s.7 right to silence. Furthermore, they argued the search of their bags wasn't justified because there were no reasonable grounds; the smell did not meet the plain view doctrine because it wasn't immediately apparent, thus the arrests were not lawful.

Finally, the initial temporary seizure of the bags wasn't authorized because the officer could not point to a specific statute or common law rule authorizing the seizure.

The appeal court found there were no detentions and the searches were reasonable.

Detention

Section 9 of the Charter guarantees everyone the right not to be arbitrarily detained or imprisoned. However, without a finding of detention, there will be no s.9 breach. The court concluded there was no detention because the men were neither physically nor psychologically detained, stating:

The hypothetical possibility that the (accused) would have been detained if they tried to flee does not establish that they were detained. The (accused) were not in the coercive power of the state just because the officers had resolved to arrest them at some future point in time should they have attempted to flee...

We cannot accept the (accused) submission that the detention begins at the instance the police officer decides that a suspect will be arrested. We can postulate many scenarios where an application of that concept would lead to absurd results. To illustrate, one might consider a situation where the suspect admits to a killing while talking to a person he believes to be a new acquaintance – who is actually a police officer.

On the (accused) theory, once the admission of the killing is made and the undercover officer decides to arrest then, or at some future time, he must immediately, without further conversation, advise the suspect that he will be detained and of his Charter rights. He could not otherwise continue the conversation to inquire about the location of the body or a

murder weapon (paras. 15-16).

Since there was no detention, neither the right to counsel (s.10(b)) or right to silence (s.7) were engaged.

Search

The initial temporary seizure of the bags was justified under s.489(2) of the Criminal Code, the court held:

The initial, temporary seizure of the bags wasn't unlawful. After smelling marijuana, the police officer had reasonable grounds to believe the bags contained marijuana. The officer testified that the seizure was to preserve that evidence. The police officer's lack of knowledge of and failure to cite the particular provision of the Criminal Code wasn't fatal.

Section 489(2) permits a police officer in the execution of his duty to seize things that he believes, on reasonable grounds, have been used in the commission of an offence or will afford evidence in respect of an offence. Here, the section was satisfied and the seizure was lawful (para. 18.)

Makhmudov and Marinov's rights under s.8 were not breached, the arrest was made on ample grounds and the search was lawfully conducted. The appeal was dismissed.

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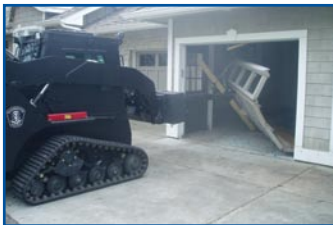
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A tribute to Barry Shane

On October 25, 2007, Barry Shane passed away after a lengthy illness. For over 30 years Barry was best known by many in the Police, Fire and EMS community as a major supplier of emergency light and sound warning equipment.

As a young Montrealer, Barry was anxious to see the world. He had a strong sense of adventure and a desire to do something extraordinary which he felt would perhaps make the world a better place. For several years he traveled to many obscure areas of the globe as a soldier for hire carrying out assignments for his employer with a prestigious address in Washington, DC.

Ready to settle down to a normal life in Canada, Barry was attracted to the law enforcement community and the Code 3 company in particular. For the next 30 years he outfitted countless police and emergency vehicles with sirens and lighting systems.

Wade Smith, long time friend and associate of Barry's stated that "Barry had a heart as big as a dance hall, and some people say that he gave away as many samples as orders he sold. Others said he was just like Santa Claus without ever asking for anything in return."

Wade added that Barry was always the entrepreneur with a colorful personal style. "He



could captivate a room full of people with his easy grin and a wink of an eye."

Barry's love of horses became a secondary business of breeding and training world class quarter horses. Over the years Barry won numerous prizes and awards at rodeos in Canada and the USA. His horses were always in demand. Noted for his black cowboy hats, shiny belt buckles, custom made cowboy boots and shirts, Barry was even better known for his generosity bestowed on many who knew him or needed his assistance.

Brian Gregory remembers Barry with fondness. "Never shy to express opinions or his point of view, it's not hard to imagine Barry arriving at the Pearly Gates on his favorite horse Mustang Sally. I can imagine him completely decked out with brilliant LED lights and blazing siren saying to St. Peter, 'Pete, I have not been well for the last year, and I am a little tired, but I have sold all the lights and sirens I possibly could down there. They tell me you have a contract for me to adjust the luminance of the stars and tweak the trembling roar of the thunder. Let's get started pardner because we have an eternity to get the job done.'"

Barry is survived by his wife Joan, his daughters, his brother Arthur and many, many friends.

NEWS CLIPS

Crime victims may take two years off work

The Quebec government has introduced legislation that will allow victims of violent crime to take as much as two years off work. Currently under Quebec law, crime victims can only take a maximum of 10 days off work with their job security guaranteed.

In late November Labour Minister David Whissell said the bill - which he described as unique in the world - aims to safeguard the jobs of those dealing with the effects of crime. The bill also grants relatives of suicide victims and parents of missing children the right to take up to a year off work.

Whissell said the unpaid leaves will give people the chance to heal from injuries or attend court proceedings. Victims-rights groups in the province have repeatedly urged the government to adopt such measures and welcomed the bill.

Media excited delirium

by Jamie Graham

After the RCMP Taser video became public, I corresponded with BC use of force coordinator and Vancouver police officer Joel Johnston with a view to sending a letter to the local media. Some of these thoughts are his but I thought many of the points are important in terms of balancing the kind of information that is 'out there.'

The message that needs most to get out is that police officers are tasked with responding to problems that no one else is willing to deal with, and do so without the benefit of certainty of outcome and post-facto information.

All actions officers take are 'frozen in time' and based solely upon the knowledge they possess at that moment. Everything learned after-the-fact is not relevant to their decision-making process. Rightly so, it cannot be used against them.

All the events described by the media about Mr. Dziekanski's background – his situation in Poland, language skills, prior dealings with authority, medical problems and so on – were not available or known to police when they decided on a course of action at the Canadian Border Service Agency area of the Vancouver Airport.

Of course, had these officers known what ALL of the circumstances were and what the outcome was about to become (as all of Canada seemed to know BEFORE they viewed the video images), they may have done things differently. Unfortunately, Dziekanski does not appear to be the usual suspect:

- he was in a controlled and safe area of an international airport;
- he may have been dehydrated, with low blood-sugar levels;
- he may have been mentally and physically exhausted and highly adrenaline-induced; and



- he may have had a limited knowledge of what was going on around him.
- The responding officers
- were not responsible for his state or problems
- had no way of knowing his medical condition (if there was one)

Those four officers were simply faced with a behavioural profile that required control. As Vancouver police officers do, they were probably looking for his verbal and non verbal pre assaultive cues as an insight into what might happen. They had the legal and moral right to stop him from continuing his actions.

I am prepared to bet that the last thing they wanted to do was to hurt Mr. Dziekanski. My heart goes out to his family and what they are going through. I'll bet the police just wanted him to follow their directions, quickly gain control, restrain him and get him before a judge or doctor.

'Use of force' confrontations are never pleasant; someone almost always gets hurt.

Most of the time it is a sore wrist (from the handcuffs); other times it is a bruise from a baton strike, sore eyes from pepper spray or a small prick from a Taser dart. Suspects are taken to the ground for their and the officers safety. There is pain and sometimes blood when contact is made with the ground.

Many times, it is the officers who get hurt. The day after a violent arrest, I was often faced with descriptions of badly injured officers (one guy tore his knee so badly he ended up retiring) requiring hospitalization and surgery.

The question I always ask is whether the officers used the appropriate level of force to gain control of a situation, and if more force would have avoided the police injuries. Remember that in a struggle with a person, police cannot – must not – lose. The result of a suspect gaining control over an officer could be catastrophic.

Even overwhelming numbers of police officers against a solitary suspect is not a guarantee of success. The officers do not know a person's strength, how experienced they are at fighting, whether they are willing to risk everything to win, and so on.

I don't know the outcome of the four investigations but I am sure the officers are not enjoying this. The best advice they are being given is not to talk, so it is left to people like you (this was originally sent to Rex Murphy of the CBC) to put forward balanced coverage so the public gets a fair picture of what happened and what might happen in the future.

The Taser is a 'use of force' option that has been endorsed nationally for police dealing with this kind of apparent behavioural profile, and the investigations underway will determine if the officer(s) utilized it in the way they are trained. I am sure the Taser's computer read-out and investigation of Mr. Dziekanski's past in Poland will shed some light on what happened.

Jamie H. Graham retired recently as the chief constable of the Vancouver Police Department. He can be reached at ntegrity@telus.net or 604 787-2112.

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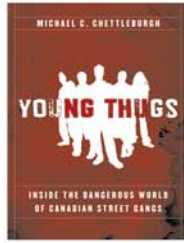
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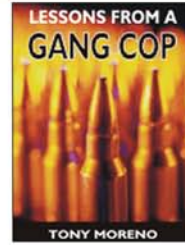
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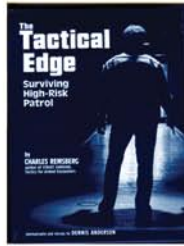
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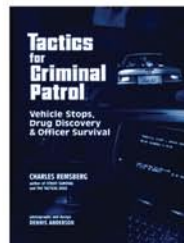
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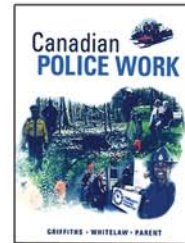
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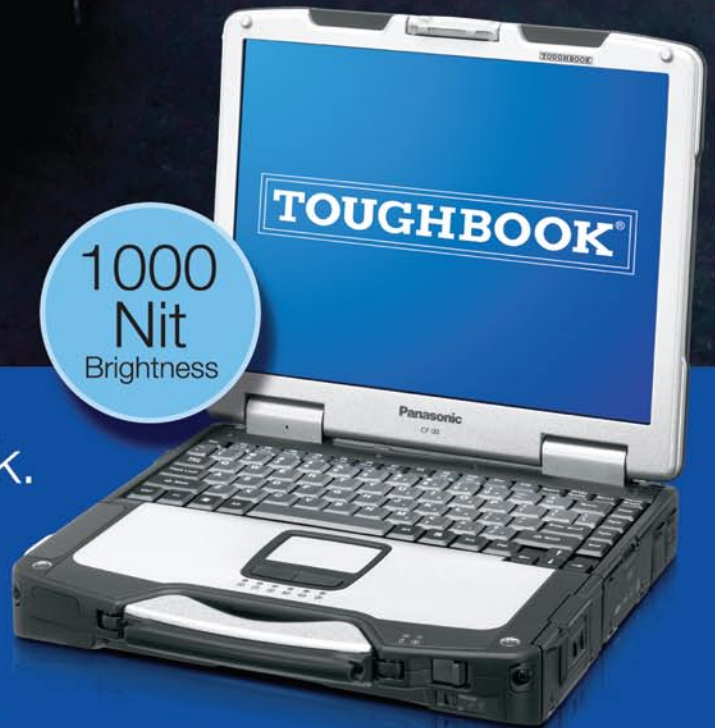
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