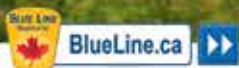


BLUE LINE

Canada's Law Enforcement Information Specialists

January 2015



PM No. 40051073

CAPABILITY JUST COMES WITH THE TERRITORY.



Custom-outfitted for Canada's policing environments, the powerful new 2015 Ram 1500 Special Service Vehicle reports for duty with a **5.7L HEMI V8** that delivers **395 HP** and **410 lb-ft of torque**. Yet it's also extremely fuel efficient thanks to **FuelSaver MDS** and **VVT technology**. With its part-time four-wheel drive, Electronic Roll Mitigation and **class-exclusive RamBox® Cargo Management System**, Canada's longest-lasting full-size pickup* brings a smart police response anywhere you deploy it.



CANADA FLEET OPERATIONS

fleetchrysler.ca 1 800 463-3600

*Based on Automotive News Full-Size Pickup segmentation. *Longevity based on IHS Automotive Polk Canadian Vehicles in Operation data as of July 1, 2014, for model years 1988-2014 for the entire Ram large pickup segment compared to all competitive large pickups that have been on the road since 1988.

Contents

BLUE LINE

January 2015 Volume 27 Number 1



Features

6 Canada's Best Dressed Police Vehicle Awards

Beyond the Call – First place winners deliver green technology on patrol

10 2015 Police Vehicle Tests

22 Two-wheeled grey power

Recommendations for an aging demographic

26 Use of deadly force

The importance of officer vigilance



Departments

38 Back of the Book

– Why are Canadian police shooting more citizens?

38 BlueLinks Advertisers Directory

17 Book News

– Applied physics in policing

21 Book News

– How cops and cadaver dogs brought a killer to justice

30 Deep Blue

– Discerning good judgement requires... good judgement

34 Holding the Line

– EMDR: A trauma treatment

37 MarketPlace

35 Product Showcase

5 Publisher's Commentary

– Reality check needed for shopping malls

32 Technology

– Missing children alerts go high-tech



Case Law

36 Cross-corroborating sources can boost ITO reliability

36 Police cannot be compelled to investigate



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

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

The 2015 award recipient will be recognized in the April 2015 issue of Blue Line Magazine and will receive the award at the Blue Line Awards Gala held in conjunction with the Blue Line EXPO, April 28, 2015.



Application forms available at:
www.blueline.ca/leadership

Applications for 2015 must be submitted
 by February 14, 2015, to
Leadership@blueline.ca



PUBLISHER

Morley S. Lymburner – publisher@blueline.ca

GENERAL MANAGER

Mary K. Lymburner – mary@blueline.ca

SENIOR EDITOR

Mark Reesor – editor@blueline.ca

NEWS EDITOR

Kathryn Lymburner – kathryn@blueline.ca

CREATIVE DIRECTOR

E. Jolene Dreja – jolene@blueline.ca

MARKETING MANAGER

April Lensen – april@blueline.ca

CONTRIBUTING WRITERS

Dave Brown	Robert Lunney
Nancy Colagiaco	Mike Novakowski
Stephanie Conn	Tony Palermo
Dorothy Cotton	Tom Rataj
Mark Giles	Brent Snook

AFFILIATIONS

International Association of Law Enforcement Planners
Canadian Advertising Rates Data
International Police Association
The Canadian Press Newswire
Access Copyright

SUBSCRIPTIONS

\$30 per year; \$50 for 2yrs; US & Foreign: \$100

ADVERTISING

888-640-3048 advertising@blueline.ca

www.blueline.ca

12A-4981 Hwy7 East, Ste 254,
Markham, ON L3R 1N1 Canada

P: 905-640-3048 F: 905-640-7547
blueline@blueline.ca

PRINTED IN CANADA

CARD



ISSN# 08478538

Blue Line Magazine was established in 1988 as an independent publication to inform, entertain, connect and educate those involved in the law enforcement profession. With no direct control from an enforcement agency, its opinions do not necessarily reflect those of any government or law enforcement agency.

The authors, advisors, and publisher accept no liability whatsoever for any injuries to person(s) or property resulting from application or adoption of anything presented in this magazine. Readers are cautioned and advised that articles presented herein are edited and supplied for your personal awareness and should not be used for further action until appropriate guidance is received from a supervisor, Crown Attorney or other persons in authority.

All material submitted for publication becomes property of Blue Line Magazine Inc. unless arrangements have been made with the publisher prior to publication.

© 2015 All articles are protected by copyright. No part of this publication may be reproduced or transmitted in any form or means, electronic or mechanical, (including photocopying and recording or by any information storage or retrieval system), without prior permission. Permission to reprint may be obtained in advance from Access Copyright 1-800-893-5777.

Reality check needed for shopping malls

Blue Line ran a story last month on what would happen if Jihad came to one of Canada's larger shopping malls. We sat on the article for more than a year, looking for the right time to publish it. When two Canadian soldiers were murdered and Parliament was attacked by a lone gunman, we knew it was time.

The story was written by John Thompson, former director of the MacKenzie Institute and one of Canada's leading authorities on foreign and domestic terrorism. Thompson, who long ago ditched his rose coloured glasses, checks and double checks his facts and follows them up with rational, well-thought-out conclusions.

There is no sugar coating this story. Yorkdale is one of the largest and highest profile shopping malls in Canada and works hard to promote itself as world-class. Much the same as the World Trade Centre...

Several years back my wife and I visited the Mall of America while on vacation in Minneapolis. We were shopping in a book store at around 10 AM when an alarm bell began ringing. Store staff immediately moved to the exits and began herding customers toward the back of the store. I thought that strange because people should exit the store during a fire alarm.

Staff directed customers toward the store lunchroom at the back. A steel door was shut behind us and barricaded. This was a drill for an armed attacker in the mall scenario, we were told. Shortly thereafter an all clear was announced and customers were thanked and invited to leave. Needless to say I was impressed, while at the same time saddened that such a drill was necessary.

Here was a mall security service that understood the realities of the real world. No one – storekeepers, mall managers, security personnel or customers – were taking anything for granted.

Days after our December lead story was released a senior police officer called to tell me how it had upset everyone at Yorkdale, particularly the use of their name in the headline. There is no other way to shake people out of their denial that bad things can happen to good people, I told the officer. Bringing reality to the story by referring to a specific mall is the only way to bring stark clarity to this message.

We are missing a major opportunity here, I told the officer. Police must have a higher profile at shopping malls. Unarmed security guards are not the answer. He advised that his division barely has enough members to fill the patrol cars, much less staff shopping malls.

There is another reality that is not making it through to the police future thinkers and bean counters. These mega-malls must contract with police to establish a proper policing presence.



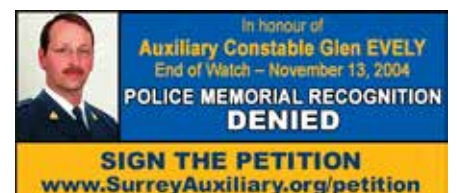
They must pay for policing in the same way as any small town or city. Just as in the case of a two-tiered municipal system: sewage, fire, hydro and roads are supplied by the municipality. Policing is supplied by the secondary corporate owners.

Examples abound:

- Canadian towns with as few as 2,000 people are required to supply, or contract for, policing services.
- Nuclear power facilities have private armed security, highly trained, non-police tactical officers patrolling their facilities.
- Canada's largest privately owned toll road, Highway 407, currently contracts with the Ontario Provincial Police to police its 107 km. expressway, which skirts the north end of Toronto from Oshawa to Hamilton. The company pays for the cops, cars and support.
- BC's Lower Mainland Transit Authority maintains its own armed police service to protect people and property on its corridor. Once again a private, albeit Crown, corporation.
- Airports across the country contract and pay to have local police stations as an integral part of their facilities.

Any private corporation wishing to attract millions of people to shop at mega destinations the size of Yorkdale and West Edmonton Mall must be required to supply an actual police presence 24-7. How this is accomplished can be negotiated with the local police services and/or province. Only in this fashion could that formerly soft-target, so attractive to terrorists, be considerably hardened and far less tempting.

One more point. Simply investing in the latest high definition CCTV system will attract, not deter Jihadists. Don't believe me? Google Westgate Shopping Centre in Nairobi.





BEYOND THE CALL

First place winners deliver green technology on patrol

by Rob Rothwell

Over the next three years, the Vancouver Police Department (VPD) will take delivery of its new fleet of patrol cars. These vehicles usher in a new era where safety, fuel-efficiency and greener operations take centre stage.

No doubt we've all come upon the scene of a car crash or serious incident defined by red and blue flashing lights. Often these scenarios require police to leave their vehicles unattended for long periods of time with the emergency lights flashing. To ensure the equipment doesn't drain car batteries, effectively handcuffing officers when the next emergency comes in, the cars are left idling.

As leaders in policing and to support the Code Green sustainability program, the VPD sought to minimize engine idling without compromising operations and response readiness. This initiative was combined with the search for a more fuel-efficient vehicle than the traditional V8-powered Ford Police Interceptor. These goals, along with enhanced safety, coalesced in the selection of the V6-powered Dodge Charger police car, equipped with an after-market Havis IdleRight idle-management program paired with an auto-start function and intrusion alarm.

The idle-management technology allows officers to activate the vehicle's full suite of emergency equipment at a serious incident without leaving the engine idling. The system monitors the battery charge state and triggers the auto-start function when it dips below a pre-established threshold. The engine will run

only for a short period to refresh the battery.

This cycle repeats itself as necessary until the officer reconnects the key with the car without having to worry about being stranded with a dead battery. While it's running, the vehicle is protected by a series of security safeguards to prevent theft and tampering.

Initial analysis indicates that the Chargers will consume 25 per cent less fuel and emit far fewer greenhouse gases than the existing Crown Victoria police fleet.

The new generation of patrol car is also much safer for officers and the public. While great improvements in occupant protection have emerged over the years, the new fleet takes the issue of "safety for all" to new heights with a cutting-edge light-bar and low-frequency secondary siren system.

Flashing brilliantly atop the new cars is the Valor light bar, manufactured by Federal Signal. This somewhat Star-Wars-looking asset incorporates a non-linear design, dominated by a triangular forward-pointing protrusion that emits far better 360-degree illumination from its bright LED technology than a conventional light-bar. The result is superior visibility from all angles, particularly for traffic approaching at 90-degrees in busy intersections.

Not only is this new car far more visible to the public during an emergency, it's more audible as well thanks to a low-frequency secondary siren which emits sound waves capable of penetrating solid materials, enabling drivers and pedestrians to feel the sound in addition to hearing it. This technology has proven highly effective in dense urban areas

where competing noises and various barriers to sound, such as the modern car, may suppress the effectiveness of a conventional siren.

Migration to the new patrol car also provided an opportunity for the VPD to adopt a fresh, new appearance that draws its inspiration from the popular black and white theme while remaining unique and distinctive to Vancouver.

The new graphics were designed in-house by the department's own graphic designer, Sharm Thiagarajah, and selected by members from a series of five prototypes. The new look takes advantage of the scalloped front door of the Charger, filling it with a white-to-black gradient flowing to the rear door. Lettering is bordered in gold, which is drawn from the gold wreath surrounding the department's crest.

An Aboriginal-themed thunderbird sweeps over the arch of the front fenders, also incorporating the white-to-black transition featured on the doors. The thunderbird is a custom creation by the world-renowned Aboriginal artist Susan Point, who generously donated the artwork. The thunderbird in native lore means the protector, and the department proudly displays it as a salute to the people who were here first, and as an icon of the Pacific Northwest.

The VPD motto of "Beyond the Call" is delivered across the trunk lid, completing the look of the new car while tying it into the previous generation patrol car.

The entire VPD fleet of marked patrol vehicles is expected to be renewed within three years, projecting the pride of the men and women serving the diverse communities of Vancouver and its ethnically-rich population.



Somewhere on every marked Vancouver Police Department (VPD) vehicle are the words *Beyond the Call*.

Ten years ago the VPD adopted this tag line as its unofficial slogan but more significantly, as a promise to all Vancouver residents that their police department would routinely go beyond the call of duty to provide a level of service and public safety that exceeded all expectations.

The words were not just something to put on a police car but an indicator of a culture that existed within the department, where feats of extraordinary service or bravery were encouraged, recognized and celebrated.

Formed in 1886 and now British Columbia's largest municipal police department, the VPD has a long tradition of going Beyond the Call. It was among the first police agencies to hire female officers and the first to create a marine squad.

With more than 1,700 employees the VPD polices metropolitan Vancouver but safeguards a city population of more than 600,000, a number that is increased substantially by those who live in the greater Vancouver region but work and play in the city.

The VPD's ability to deal with those larger populations came into focus in the past few years when facing the massive crowds generated by the 2010 Winter Olympic Games and the 2011 Stanley Cup hockey riot.

Both events generated numerous examples of individual officers and units that displayed incredible levels of service and bravery that truly went Beyond the Call.

Since 2005, *Blue Line Magazine* has been recognizing creativity, visibility and community identity in the design of Canadian police vehicles during our annual Best Dressed Police Vehicle contest.

Police vehicles are not just transportation; they are the calling cards of a police service to the community. They must be both highly visible and instantly recognizable.

Designs are ever evolving but the one area we focus on most is officer safety. This is becoming more important as cars get smaller and lightbars more aerodynamic. We look for clear identification, graphic designs that enhance visibility, design elements that show directionality and effective integration of equipment.

Finalists are selected by a panel of *Blue Line* editors and judged on a scale that awards points for creativity, visibility, readability, ergonomics, equipment integration and community identity. We announce winners every January in conjunction with our police vehicles issue.

The 2015 categories are: Best Dressed Police Vehicle, Best Dressed First Nations Police Vehicle, Best Dressed Law Enforcement Vehicle, Best Dressed Community Relations Vehicle and, (new for 2015), Best Dressed Special Service Vehicle.

Winners in each category reflect the incredible diversity and creativity of police and law enforcement agencies in Canada.

Nominations for 2016 can be submitted to bestdressed@blueline.ca or through Erik Young and Gerald Donnelly at www.policecanada.ca.



Gatineau Police Service

Ville de Gatineau is the fourth largest city in Québec. Located directly across the river from Ottawa, the two cities comprise Canada's National Capital Region and are home to more than 1.2 million people. When Service de Police de la Ville de Gatineau (SPVG) updated its vehicles to the new Ford Police Interceptor, it chose to also update graphics with this very eye-catching design.

The word POLICE and the city name of Gatineau are both very prominently placed along the side, important in a region where multiple agencies patrol jurisdictions in close proximity to each other. We were immediately impressed by the design and especially the unique way the white bars break up the blue side stripes that help add to its identity as a police car. The subtle but effective use of gold striping and double drop-shadow in the word POLICE add to that instant recognition.

Officer safety is among our most important judging criteria, and one factor we like to see is directionality to the design. Citizens should be able to tell at a glance which way the vehicle is facing, day or night. During the day, the design looks much like an arrow, and when all the reflective decaling is lit up at night, the side graphic is almost reminiscent of the silhouette of a patrol carbine, complete with collapsible stock and 30-round magazine. (Or perhaps my eyes are just playing tricks on me.)

Regardless, it is one of the most effective and modern designs we have seen.



Saskatoon Police Service

The graphic design of the Saskatoon Police Service Ford Police Interceptors also incorporate a lot of directionality in the decaling that is specifically contoured to follow the shape of the new body style. It makes effective use of the black front wheel well to form a streamlined teardrop shape; once again allowing citizens to see at a glance the direction of travel.

Auxiliary lighting consists of the latest LED technology, including dual white pillar-mounted spotlights and a dual-colour LED lightbar. It has a crisp light visible from a greater distance, and the entire front can turn into a full takedown light, producing a clear white floodlight. The rear dual-colour LEDs can be programmed into amber directional arrows to assist in traffic control.

Inside, auxiliary switches on the steering wheel allow officers to activate emergency lights and siren without having to look down or take their hands off the steering wheel. The vehicle also includes both a front and rear facing camera system, reverse camera, reverse sensing system and a blind spot monitoring system. The integrated centre console holds the radio, laptop base and all-important cup holders between the two front seats.

Officer safety is again emphasized, right back to the rear seat, with larger rear door openings for easier access, molded prisoner seats with recessed lower seat backs for easier handcuffing and a centre-mounted seat belt system that places the buckles on the outboard side of the seat.



Military Police



What police officer has not wished at some point for a roof-mounted C6 machine gun mounted on a swivel turret?

The G-Wagon – short for Geländewagen – is the new Canadian Forces Light Utility Vehicle Wheeled (LUVW), for overseas deployment and tactical transport for control, liaison, reconnaissance and military police.

Powered by a 2.7-litre, 5-cylinder turbo-charged diesel, it replaces the completely unprotected Itis light utility vehicle.

The army has ordered 1,200 G-wagons since 2003. There's three versions: the basic utility vehicle with large roof racks; a command and reconnaissance version with rotating gun-mount and the similar MP version with blue and red rotating beacons. Perhaps slightly less able to partake in high (or even moderate) speed pursuits, it nevertheless can go places previously accessible only to tanks and 8-wheeled LAV armoured vehicles.

Even with its armaments and optional armoured kit, the G-wagon is still vulnerable to IEDs.

Two MPs, Corporals Mathew Dinning and Randy Payne, were killed in Kandahar when their G-wagon hit an IED while serving with the inaugural Military Police close protection team.

In honour of CF members serving around the world, we award Canada's Military Police with the Best Dressed Police Vehicle Award in the inaugural Special Service category.

While others in the trade may debate whether the Military Police should be considered 'Capital M' Military first, and 'small p' Police second or the other way around, *Blue Line* will always recognize the men and women of Canada's Military Police as "Capital M, Capital P."



Treaty Three Police Service



Treaty Three Police's 85 sworn members serve 18,550 residents in 28 First Nation Territories in the Kenora and Rainy River areas. The vast majority grew up in the area and all officers train with and meet Ontario police agency standards.

The service motto is "Policing for the people by the people." It now exclusively buys Sierra trucks for GMC's longer service life on remote roads, quick acceleration and fuel economy.

Blue Line previously recognized the instantly identifiable red outlining orange letters on a black truck. It illustrates how simple, modern and bold designs are timeless. You know immediately where it is from and its function.

Major updates to officer safety have been made. Radio and light controls are on the dash so officers can operate all equipment without taking their eyes off the road. The new Blac-Rac vertical weapons mount system, which securely grip patrol carbines with the receiver out and magazine in, allow room for top-mounted optics. The articulating mount can be opened with either a key or self-contained encapsulated power supply, reducing wear by eliminating bouncing around or rattling while in the rack. A new master kill switch protects the Fleet-net radios during vehicle boosts.



St. Thomas Police Service



A community relations vehicle should be as distinctive and different as the many police services that protect us across the country. We have seen everything from Hummers seized from drug dealers right up to full-on race cars. The brand new St. Thomas Police Service K-9 Unit meets the very definition of a community relations vehicle.

Minutes off the 401 corridor, St. Thomas is located on the shores of Lake Erie in southwestern Ontario, half way between Detroit and Toronto. The service employs 66 sworn officers and 26 civilian members.

Built on a 2014 Ford Police Interceptor Utility, the K-9 unit is specially equipped for police service dog duties with a back up camera, American Aluminum K-9 insert, Ace K9 Hot-N-Pop Pro system to regulate the temperature in the canine area and a remote door opener feature, which allows the officer to unleash the dog from up to one kilometer away. D&R Electronics provided the metal storage container with pull out drawers in the rear trunk area and all installation brackets for the mobile data terminal and radio equipment.

The exterior graphics and decaling match the existing fleet but the main colour is silver grey instead of the dark blue and white of the fleet cruisers. This was done to soften the look and better show off sponsorship decals from the many community partners who helped make the K-9 unit and police service dog Trax a reality for the city's 38,000 residents.



Wilfrid Laurier University



Wilfrid Laurier University has campuses in Waterloo and Brantford and facilities in Kitchener and Toronto. The Wilfrid Laurier University Special Constable Service is responsible for the security of more than 100 buildings and campus properties, working closely with the Waterloo and Brantford police services to define operational requirements.

Special constables are sworn peace officers employed to preserve and maintain public peace and protect members and visitors to the university community.

Empowered to enforce Federal and Provincial statutes, including the Criminal Code, Liquor License Act, Trespass to Property Act, Mental Health Act and City by-laws when necessary, the Special Constable Service has been in existence for over 38 years in Waterloo and seven years in Brantford.

Personnel wear light blue shirts, dark pants with a blue stripe, and have "Special Constable" in a visible position on their uniforms. All vehicles are branded with a prominent Wilfrid Laurier University crest on the rear door and clear identification on the side. The colours in the graphic design pick up the colours from the crest, and the shape of the design duplicates the slope of the Ford's hoodline. Reflecting the modern and progressive campuses that they patrol, the Special Constable Service design is both clean and bold.

CANADA'S PREMIERE LAW ENFORCEMENT EVENT

BLUE LINE
expo 2015

19th
ANNUAL

TRADE SHOW
TRAINING
AWARDS GALA

APRIL 28 & 29, 9AM – 4PM

Ajax Convention Centre, 550 Beck Crescent, Ajax, On

Details at www.blueline.ca/expo

TRAINING WITH

CCII **Canadian Critical
Incident Inc.**



**INTERVIEWING
& DECEPTION**

Join us for a Patch Collectors
Swap Meet Sponsored by



EVENT SPONSORS

 **COMMISSIONAIRES**
TRUSTED - EVERYDAY - EVERYWHERE

 **HUMBER**

 **airstar**
Space lighting

 **Ahearn & Soper Inc.**
AUTO-ID SOLUTIONS

2015 POLICE VEHICLE TESTS



by Dave Brown

The King is dead. Long live the, well, lots of choices.

With the demise of the Ford Crown Victoria (no one except security guards buying miled-out police cars ever called it by its proper name, the Ford Police Interceptor) there may be more choices on the police car market than ever before. Every vehicle is miles better than the big Ford, but nothing aside from the big Chevrolet Tahoe will ever touch the shoulder room of the Crown Vic.

Police cars are getting smaller inside and out and we will all just have to get used to it. The last of the big V8 rear-drive sedans, the Australian-built Chevrolet Caprice, is not available in Canada again this year.

So for 2015, not only did Santa not bring us what we asked for in our stockings, but Chevrolet's parent company General Motors announced that GM Holden, the Australian division that builds the Caprice PPV for the North American (read U.S only) market, will cease production of all vehicles come 2018. No one knows yet what will become of the Caprice.

This may be just as well, because the Caprice is looking very dated compared to the competition and the SUV swing-over.

Ford's new Police Interceptor sedan (built on a Ford Taurus), and Police Interceptor Utility (built on a Ford Explorer), are both proving more popular than even we could predict.

Dodge seemed poised to take over the majority of the police car market with the demise of the Crown Vic but initial quality control

problems appeared to turn early-production Dodge Chargers into shop queens. Reputedly, some Charger Pursuits were able to be driven off without the key if the officer with the fob in their pocket stood close enough, which probably caused more than one embarrassed phone call to the desk sergeant.

Dodge is aggressively charging after the police market. A succession of improvements, especially in braking and visibility, has succeeded in shedding many of those initial negative impressions. With the help of Fiat, Dodge restyled the Charger Pursuit for 2015, especially in the front end. What was the most aggressive-looking police car on the planet has now been softened into a bit of a cross between a Dodge Dart and an Audi.

Whether this new look will appeal to police agencies is yet to be seen but the Ford sedan, especially equipped with the reinforced front lightbar, is now the big head-turner, even when one isn't doing something wrong. It may be smaller, lighter, less roomy inside and drive like your butt is scraping pavement but it LOOKS like a proper police car. Plus, with the new 3.5 litre EcoBoost twin-turbocharged V6, the Ford sedan is now the fastest accelerating police car in North America.

2015 is also the year where every manufacturer now offers an all-wheel-drive or four-wheel-drive pursuit-rated police package vehicle. Police buyers now have a record number of choices in cars and configurations. All take careful consideration.

If agencies want to know which vehicles are going to be most popular with officers who ride in them as much as 12 hours a day,

note in particular the ergonomic scores. These almost exactly match our informal surveys on the *Blue Line* forums.

Here in Canada, the Tahoe is considered the most comfortable place to spend a shift, with the Charger not far behind. The third-rated Ford Police Interceptor Utility crossover SUV is more popular with officers than the sedan version, even though both are actually based on the same front-wheel-drive economy car platform. More than one Canadian agency is going exclusively with the Ford Utility for all patrol duties.

MICHIGAN STATE POLICE YEARLY 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 for the coming year in back-to-back acceleration, braking and lap time tests. These eagerly anticipated tests are seen as the most comprehensive analysis of police vehicles in North America.

The MSP publish the results on its web site at www.michigan.gov/msp, and Blue Line Magazine is once again reporting the preliminary figures. The MSP usually publishes final figures and a summary of all test results in February.

VEHICLES

The NIJ and MSP evaluate police vehicles in two categories: police-package and special-service vehicles. Police-package vehicles (PPV) are designed for the full spectrum of

general police activities including high-speed pursuit. Special-service vehicles (SSV) are designed only for specialized duties such as canine units or adverse weather conditions and are not intended or recommended for pursuits.

14 vehicles were submitted to the NIJ in the police-package category for 2015:

- 2015 Chevrolet Caprice (3.6 litre V6 or 6.0 litre V8)
- 2015 Chevrolet Impala 9C1 (3.6 litre V6)
- 2015 Chevrolet Tahoe PPV (5.3 litre V8)
- 2015 Chevrolet Tahoe 4WD PPV (5.3 litre V8)
- 2015 Dodge Charger (3.6 litre V6 and standard 2.62:1 or optional 3.08:1 axle ratio)
- 2105 Dodge Charger (5.7 litre V8 and standard 2.62:1 axle ratio)
- 2015 Dodge Charger AWD (5.7 litre V8 and optional 3.07:1 axle ratio)
- 2015 Ford Police Interceptor FWD sedan (3.5 litre V6)
- 2015 Ford Police Interceptor AWD sedan (3.7 litre V6 or turbocharged 3.5 litre V6)
- 2015 Ford Police Interceptor Utility AWD (3.7 litre V6 or turbocharged 3.5 litre V6)

Here is the lineup of PPVs available for sale in Canada for 2015 (with preliminary figures from the 2015 MiSP vehicle tests, and additional comments from *Blue Line Magazine*.)

POLICE-PACKAGE VEHICLES

Chevrolet



2015 Chevrolet Impala



2015 Chevrolet Tahoe

Police sales of the big Chevrolet Tahoe are still strong and General Motors introduced a police package four-wheel-drive (4WD) Tahoe for 2015. Agencies who appreciate the Tahoe for its room and adverse weather capability are going to be especially attracted to the new pursuit-rated 4WD version.

Unlike Dodge or Ford's all-wheel-drive (AWD) systems, GM has a true switchable 4WD. One can drive in 2WD for best mileage and then switch to Automatic 4WD (A4WD) in variable conditions. In this setting, it is similar to on-demand AWD systems in that it can divert torque to the other axle when it detects slippage, but unlike the Dodge or Ford, in A4WD, the transfer case keeps five per cent of the torque always flowing to the front axle when engaged. This adds stability on slightly slippery or mixed surfaces and engages more torque to the front axle as more slippage is detected.

GM's Autotrac 4WD system can also be switched to 4WD Hi setting, which locks front and rear axles together for true four-wheel-drive, or 4WD Lo, which switches the transfer case to low range for descending slippery slopes or crawling over rocks. Unlike older 4WD systems, officers can switch back and forth between 2WD, A4WD and 4WD Hi at any speed without slowing down or pausing to lock hubs.

GM is not selling the Chevrolet Caprice PPV in Canada, leaving the front-wheel-drive Impala 9C1 as its only sedan.

Dodge



2015 Dodge Charger

Dodge has a long heritage of muscular police cars, and the 2015 Charger Pursuit continues that tradition. Offered with a 292-hp 3.6-liter V-6 or a 370-hp Hemi V-8, the rear-drive Charger is available in two rear-axle ratios. Dodge also sells a very fast 370-hp AWD version.

Specially sculpted seats, reinforced suspension, big beefy brakes and a relocated column shifter all differentiate the Pursuit from the civilian versions. An upgraded driver-focused cockpit includes a new gauge cluster with a seven-inch screen and a five-inch connected integrated information and entertainment system with standard Bluetooth.

The new front styling features an all-new grille, LED turn signals, Audi-styled LED daytime running lights and projector-beam headlamps. Rear-wheel-drive Chargers have a new electric power steering system, and all Chargers feature larger 14.5-in. front and 13.8-in. rear pursuit-rated brakes. Inside, the new steering wheel now has remappable auxiliary buttons that can be programmed to operate aftermarket police equipment. A rear backup camera and parking proximity sensors enhance rearward visibility.

Ford



2015 Ford PI Sedan



2015 Ford PI Utility

Ford also offers both a rear backup camera and rear-mounted proximity sensors; both should be considered almost a necessity. While the front doors are tethered to prevent them opening more than 50-degrees when kicked in a hurry, the rear doors open at an inviting almost 90-degree angle.

Ninety seven per cent of all Ford police sales are AWD. The vehicles use a software-based AWD system to detect slippage and divert torque as required. The one substantial difference between this and the other two makes is that both sedan and utility SUV models are based on the same front-wheel-drive economy car platform. This means that the AWD system is biased to front-wheel-drive but can divert up to 100 per cent of the torque to either axle.

Ford reports 60 per cent of its police sales are the Police Interceptor Utility, and with the introduction of the AWD Utility's 3.5-litre twin-turbocharged Ecoboost engine, officers are quickly forgetting the much larger Crown Vic. Aftermarket upfitters have responded with narrower center consoles and dog leg-shaped partitions that improve the room inside for both the sedan and SUV, leaving the only people still loving the old-tech Crown Victoria the aforementioned security guards.

POLICE VEHICLE RECALL CAMPAIGNS

CHEVROLET – General Motors is recalling 38,000 2008-2012 Chevrolet Impala police cars in the U.S. and Canada because a part in the front suspension can crack. Chevy determined that the lower control arm could fracture near a bushing sleeve, causing sudden changes in handling that could make the driver lose control. If a fracture occurs, a squeal or chirp is likely to come from the tire area at low speeds. GM dealers will inspect and replace parts as necessary.

DODGE – Chrysler is recalling 10,000 2011-2012 Dodge Charger Pursuit police vehicles because an overheated lighting harness connector could cause the vehicle's low beam headlights to fail. In addition, some Chargers may also suffer from an overheated power distribution center that could result in a loss of the vehicle's anti-lock braking and stability control systems. Chrysler dealers will inspect and replace the affected parts as necessary.

FORD – Ford is recalling 92,000 2013-2014 models of the Ford Taurus, Flex, Police Interceptor, Lincoln MKS, MKT and 2014 MKX and 2012-2014 Ford Edge to correct potential issues with the right-side halfshaft. Vehicles could roll away even when the gearshift is in "Park" unless the parking brake is activated. Ford dealers will inspect the halfshaft and repair or replace as needed.

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

EPA MILEAGE (Miles per gallon)	Chevrolet Impala 3.6L	Chevrolet Tahoe 5.3L	Chevrolet Tahoe 5.3L 4WD	Dodge Charger 3.6L 2.62	Dodge Charger 3.6L 3.08	Dodge Charger 5.7L 2.62	Dodge Charger 5.7L 3.07 AWD	Ford PI Sedan FWD 3.5L	Ford PI Sedan AWD 3.7L	Ford PI Sedan EcoBoost AWD 3.5L	Ford PI Utility AWD 3.7L	Ford PI Utility EcoBoost AWD 3.5L
CITY	17	16	16	18	18	15	15	18	18	16	16	15
HIGHWAY	28	23	22	27	27	25	23	26	25	23	21	20

Grounds and the 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 Chrysler proving ground and vehicle dynamics tests are done using Grattan's two-mile road course. (All dimensions and measurements given are U.S. numbers.)

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. It evaluates 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 of the acceleration and top speed tests 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 each vehicle attains 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.

Each test vehicle makes two heat-up decelerations at predetermined points on the test road from 90 to 0 mph at 22 ft/sec² using a decelerometer to maintain rate. The vehicle then turns around and makes six measured 60-0 mph stops with threshold braking applied to the point of impending wheel lock, using ABS if so equipped. Following a four-minute heat-soak, the sequence is repeated. Initial velocity of each deceleration and the exact distance required is used to calculate the deceleration rate. The resulting score is the average of all 12 stops. Stopping distance from 60 mph is calculated by interpolation of results.

VEHICLE DYNAMICS TESTING FOUR LAP AVERAGES

Vehicles	Average	Vehicles	Average
Chevrolet Impala 3.6L (Car 3)	01:40.54	Dodge Charger 5.7L 3.07 AWD (Car 9)	01:34.60
	01:41.62		01:34.98
	01:40.52		01:35.05
	01:40.07		01:34.56
Overall Average	01:40.69	Overall Average	01:34.80
Chevrolet Tahoe 5.3L (Car 4)	01:39.72	Ford PI Sedan FWD 3.5L (Car 10)	01:37.98
	01:40.64		01:38.57
	01:39.09		01:37.70
	01:39.58		01:37.83
Overall Average	01:39.76	Overall Average	01:38.02
Chevrolet Tahoe 5.3L 4WD (Car 5)	01:39.57	Ford PI Sedan AWD 3.7L (Car 11)	01:37.95
	-		01:37.38
	01:39.39		01:37.21
	-		01:37.27
Overall Average	-	Overall Average	01:37.45
Dodge Charger 3.6L 2.62 (Car 6)	01:36.82	Ford PI Sedan EcoBoost AWD 3.5L (Car 12)	01:34.78
	01:37.22		01:35.47
	01:36.71		01:35.18
	01:36.98		01:34.65
Overall Average	01:36.93	Overall Average	01:35.02
Dodge Charger 3.6L 3.08 (Car 7)	01:36.76	Ford PI Utility AWD 3.7L (Car 13)	01:39.33
	01:37.23		01:39.52
	01:36.35		01:39.40
	01:36.13		01:40.07
Overall Average	01:36.62	Overall Average	01:39.58
Dodge Charger 5.7L 2.62 (Car 8)	01:35.50	Ford PI Utility EcoBoost AWD 3.5L (Car 14)	01:37.02
	01:36.33		01:37.56
	01:35.15		01:37.69
	01:34.72		01:37.40
Overall Average	01:35.43	Overall Average	01:37.42

ACCELERATION AND TOP SPEED TESTING

	Chevrolet Impala 3.6L	Chevrolet Tahoe 5.3L 2WD	Chevrolet Tahoe 5.3L 4WD	Dodge Charger 3.6L 2.62
0-60 MPH (sec)	7.70	7.31	7.85	8.05
0-70 MPH (sec)	9.64	9.67	10.36	10.44
0-80 MPH (sec)	12.68	12.34	13.25	12.92
0-90 MPH (sec)	15.99	15.32	16.59	15.71
0-100 MPH (sec)	19.71	18.99	20.47	20.46
TOP SPEED	150	139	121	141

	Dodge Charger 3.6L 3.08	Dodge Charger 5.7L 2.62	Dodge Charger 5.7L 3.08 AWD	Ford PI Sedan FWD 3.5L
0-60 MPH (sec)	8.14	6.38	6.31	7.82
0-70 MPH (sec)	10.29	7.97	8.07	10.28
0-80 MPH (sec)	12.92	9.85	10.38	12.80
0-90 MPH (sec)	16.77	12.61	12.88	15.75
0-100 MPH (sec)	20.77	15.48	15.63	19.82
TOP SPEED	141	148	149	132

	Ford PI Sedan AWD 3.7L	Ford PI Sedan EcoBoost 3.5L AWD	Ford PI Utility 3.7L AWD	Ford PI Utility EcoBoost 3.5L AWD
0-60 MPH (sec)	7.84	5.85	8.57	6.55
0-70 MPH (sec)	10.08	7.51	10.95	8.37
0-80 MPH (sec)	12.58	9.32	13.87	10.45
0-90 MPH (sec)	15.71	11.73	17.68	13.11
0-100 MPH (sec)	19.70	14.19	22.78	16.13
TOP SPEED	132	149	132	132

SUMMARY OF VEHICLE BRAKE TESTING

		Phase 1 Average Deceleration Rate	Phase 2 Average Deceleration Rate	Overall Average Deceleration Rate	Projected Stopping Distance From 60.0 MPH
1	Chevrolet Impala 3.6L	28.74	28.69	28.71	134.8
2	Chevrolet Tahoe 5.3L 2WD	28.84	28.24	28.54	135.7
3	Chevrolet Tahoe 5.3L 4WD	28.71	28.41	28.56	135.6
4	Dodge Charger 3.6L 2.62	30.60	30.11	30.35	127.6
5	Dodge Charger 3.6L 3.08	31.05	31.02	31.04	124.8
6	Dodge Charger 5.7L 2.62	31.14	30.77	30.95	125.1
7	Dodge Charger 5.7L 3.08 AWD	29.66	29.25	29.46	131.4
8	Ford PI Sedan FWD 3.5L	29.00	28.91	28.96	133.7
9	Ford PI Sedan AWD 3.7L	29.03	29.16	29.10	133.1
10	Ford PI Sedan Ecoboost 3.5L AWD	29.42	29.47	29.44	131.5
11	Ford PI Utility 3.7L AWD	28.86	29.13	29.00	133.5
12	Ford PI Utility Ecoboost 3.5L AWD	29.26	29.18	29.22	132.5

Ergonomics and communications

Chevrolet Impala	Chevrolet Tahoe	Dodge Charger	Ford PI Sedan	Ford PI Utility
197.93	226.12	210.36	194.70	208.82

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

A minimum of four officers independently evaluate each vehicle on comfort and instrumentation. MSP Communications Division personnel then evaluate each vehicle on the ease of equipment installation. A total of 28 factors are evaluated on a scale of one to ten and averaged among all the testers. The final score is the total cumulative score from the average of each of the 28 factors, such as seat

design, padding, ease of entry, head room, instrument placement, HVAC control placement, visibility, dashboard accessibility and trunk accessibility (2014 figures).

Fuel economy

While not an indicator of actual mileage that may be experienced, the EPA mileage figures serve as a good comparison of mileage potential from vehicle to vehicle.

Vehicle figures are based on data published by the vehicle manufacturers and certified by the U.S. Environmental Protection Agency. Mileage figures are given in U.S. miles per gallon.

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

AN "OFF THE WALL" IDEA

by **Bob Bruce**
Fleet Co-ordinator – Miramichi Police

At the Miramichi Police Force, each level of their three floor facility, has walls adorned with photographs of officer achievements, plaques received, and other items which proudly display their agency history.

Last year they added an archive display cabinet to their lobby. This cabinet contains items including old record ledgers, vintage equipment and other police memorabilia. For office tours, this cabinet contains vintage police lighting equipment which is wired on switches to allow young visitors to try the lights and sirens.



Now, what do you do when you have a spare police cruiser front cowl from a retired model year police vehicle? You gather up a few more spare parts, including a push bumper, rebuild it, and then you affix it to a front lobby wall.

This functional vehicle front end has working wig/wag head lights, LED's and their IT guy is working on adding a series of recorded police radio calls for audio effects. Visiting children (young and old) cannot wait to try out the controls.

In defence of the ‘Gumball’

The Michigan State Police (MSP) patrol car is perhaps one of the most recognizable in the United States, with its single red “bubble” or “gumball” overhead light, blue paint and “stop” placard.

We’re consistently being asked one question: Why does the MSP have a single red overhead light on its cars? As the only state police department in the country to use this design, the light is unmistakably identifiable to Michigan residents and other law enforcement agencies.

Many people often assume it is used today solely as tradition but there’s more to the story. The MSP has had marked patrol cars since 1929. Originally, the only emergency lights were red spotlights mounted on the right-front fender with the word “stop” on the glass. The department began using overhead convex-shaped light fixtures with front and rear red bulbs in the 1940s. The light as we know it today was first installed on patrol cars in 1956.

While many are accustomed to this look, the benefits go beyond tradition. The single

overhead light has been proven to enhance acceleration and performance.

The nationally recognized Police Vehicle Evaluation, conducted by the MSP Precision Driving Unit, has found vehicles with a full overhead light bar accelerate slower than vehicles with a single overhead light.

Additionally, the reduced forward-facing surface area of the single light provides greater fuel savings when compared to the larger surface area of a light bar. In the past couple of years, the MSP’s “bubble” overhead light began to undergo a conversion to Light Emitting Diodes (LEDs) to improve energy efficiency.

Working with Whelen Engineering, a Brighton-based firm, a prototype was developed. After nearly four years of research, development and testing, Whelen and the Precision Driving Unit produced a light kit that fits in the existing overhead light shell. The new LED overhead light produces an intense, wide-angle red light in all directions that only requires three amps to operate.

Each kit uses 12 light heads, nine bulbs

per head, for a total of 108 lights in each car – far more than most standard light bars. The bulbs have a 100,000-hours-of-use rating and a five-year warranty from date of service. To reduce installation costs, current MSP patrol cars are fitted with the new LED overhead light kits when there is a light failure.

Since the lights are maintenance free and eliminate the need for heavy-duty wiring and special switches, the MSP estimates this will ultimately result in a cost-savings. This single red beacon isn’t the only lighting on the car. The MSP has had rear deck lights on patrol cars for many years. They were originally red, but are presently a combination of both red and blue.

The cars also have flashing front-grill “wig-wag” red and blue lights and “wig-wag” headlights when the overhead “bubble” light is activated.

Taken from the MSP Facebook page. Jan 11, 2012, *Leader Publications*.



The new LED overhead light, shown on the MSP’s Dodge Charger at left, produces an intense, wide-angle red light in all directions that only requires three amps to operate. Each kit uses 12 light heads, nine LED bulbs per head, for a total of 108 lights in each car.



A snapshot of the motor-driven version of the red “bubble” overhead light, and shown at left on a 1970s-era Plymouth Fury.

REPORT ON THE FUTURE OF POLICING RELEASED

Flexibility, partnerships key to modern policing, says federal panel

OTTAWA – A federally commissioned study says police must be more flexible and seek out partnerships to succeed in the 21st century.

The report by the Ottawa-based Council of Canadian Academies says the one-size-fits-all model of today’s municipal police service is a thing of the past.

Officials say the cost of policing is steadily rising – hitting almost \$13 billion in 2011 – even though the rate of reported crime is falling.

Among the reasons: increases in police officer salaries, higher costs for equipment and fuel, and new challenges such as cybercrime and dealing with people who have mental health issues.

As a result, Public Safety Canada – with support from Justice Canada and the RCMP – asked the council, an independent research body, to have an expert panel look at available evidence on ways to improve policing.

The panel found police now operate as part of a “safety and security web” – comprising

private security, health professionals, community and municipal groups and other government organizations.

“This web presents both the central challenge and the central opportunity for today’s police,” a council summary of the 212-page study says.

“Working effectively within and through this web – rather than as isolated entities – will allow policing organizations to better respond to existing and emerging issues.”

Operating within the “safety and security web” means police can decide when to draw on the assets of other players, the summary says.

“This means that, in some instances, police are leaders, while in others they are supporting partners.”

The panel points to the Community Mobilization Prince Albert Initiative in Saskatchewan that brings together police and more than a dozen other community agencies twice a week to discuss high-risk situations and discuss responses.

Since beginning the project three years ago, Prince Albert has seen a notable drop in its violent crime severity index, the study summary says.

The panel wants to tear down the illusion that police alone can solve vexing societal problems, said participant Benoit Dupont,

director of the International Centre for Comparative Criminology at the University of Montréal.

However, the panel says police must remain the central, co-ordinating agency in the security web.

“The police has this unique mandate to act on behalf of the common good, and that’s something that we certainly don’t advocate changing,” Dupont said.

When police break the law or breach public confidence, they are accountable under the law or through oversight bodies, the summary notes. But similar accountability measures are not in place to the same degree for private security firms and other players.

“As these non-police actors come to play more extensive roles and engage in more sophisticated partnerships, the need to develop accountability structures for all actors in the web is expected to grow,” the summary adds.

The panel suggests more research be done.

“We are not suggesting a model per se, we are just highlighting a number of challenges and a number of potential solutions,” Dupont said.

“It’s going to be for the politicians and communities in Canada to decide for themselves what they really want.”

Move forward in your career.

Bachelor of Applied Arts
in Justice Studies

> Degree completion for professionals

UNIVERSITY OF
GUELPH
HUMBER

Toronto, ON

Learn more!

Information Night
April 23, 2015 - 7 pm

> Build on your diploma and open up opportunities for career advancement with a university degree

> Credit for previous postsecondary education, training and work experience

> Online and weekend classes allow you to balance work and your studies

>>> guelphhumber.ca/jsdc

A STEADFAST COMMITMENT

Intelligence sharing gets bigger and better!

by Ruben Sorge

The attack on New York's twin towers was a game changer. The tragedy of that event sent shock waves through the intelligence community which continue to this day.

One of the key findings from the various investigations was a recognition of the need for intelligence agencies to become better at sharing. Simply put, the value of intelligence is found in the sharing.

The economics might look something like this: increased sharing is positively correlated with increased enforcement opportunities. The more we share intel, the more likely we will be focusing on the right criminals at the right time. This leads to more successful outcomes, which is particularly significant in combatting organized crime.

So, over a decade later have we improved our intel sharing? Clearly, the answer is 'yes.'

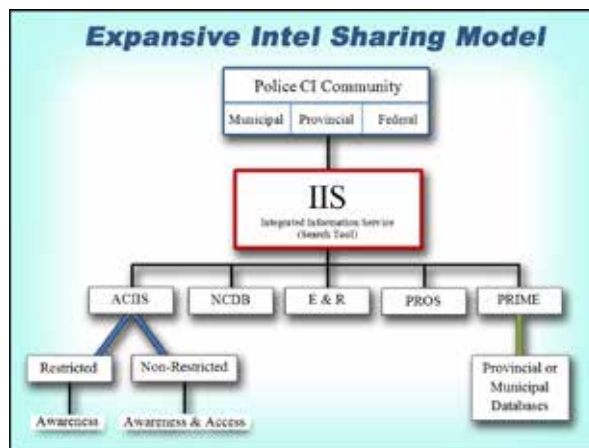
Police leadership has cultivated an environment that accepts the need to share intelligence. This is an important cultural change. Today, analysts, investigators and police leaders are more inclined to share intelligence with colleagues in the intelligence community than ever before.

The more traditional predisposition among criminal intelligence (CI) practitioners was to keep intelligence compartmentalized. This idea is dying. A large cohort of young police officers will, over the next decade, become the 'new wave' of police leaders. Many of these officers have spent much of their career accustomed to sharing vast amounts of digital data by way of cell phones, computers, cameras and a large array of digital devices.

This new information sharing mind-set provides an opportunity to help construct the framework for broader, more comprehensive intelligence sharing by leveraging the knowledge and experience of those in intelligence. This strikes a superior balance between security and sharing. We now have an opportunity to help build the foundation for intelligence sharing in the future.

At first blush, this future may seem daunting, but in principle, it's not. The intelligence sharing framework must include two key elements: first, a cultural commitment among CI practitioners to expansive intel sharing, and secondly a tool that allows for such sharing. The first is well on its way and the second is coming soon to a CI computer near you.

As part of a larger initiative to revitalize the national Automated Criminal Intelligence Information System (ACIIS), the RCMP has developed the Integrated Information Service (IIS). This search engine will link various databases and allow an analyst to run a query and receive information from multiple databases.



IIS provides the opportunity for all CI analysts to have timely access to the same extensive data sets. Intelligence sharing becomes more a function of the level of access to these databases and the efficacy of the query submitted. This process is less dependent on individual relationships and subject matter experts, although these factors remain an integral part of the intelligence enterprise.

IIS allows the CI community to engage in a broad and extensive sharing of intelligence, yet some important questions must be addressed. How do we classify intelligence and how do we manage appropriate levels of access to intelligence data? ACIIS provides a possible solution.

At its most elementary level, intelligence data may be said to fall into two categories: non-restricted and restricted. Under this simple model the vast majority (90-95 per cent) is, or should be, non-restricted. It seems reasonable that all CI analysts and investigators should have access to all non-restricted data. Effectively, this means always working with comprehensive and current data.

IIS searches across police and intel data bases to provide a uniform and inclusive query result. Some may ask if non-CI analysts or police officers (for instance, compstat analysts or GD/patrol officers) have the same access to the information. They do not. Instead, access to sensitive data bases like ACIIS remains accessible only to CI practitioners who have been security cleared and vetted.

The need to include restricted records in an intelligence environment is perhaps self-evident, because it contains some of the most valuable, even vital, intelligence. We also understand that there are critical reasons to restrict records: national security, protecting the identities of UC operators or informants, and, at times, ensuring police investigative techniques are not revealed.

Restricted records are a necessary fact of life in the intel world. However, while CI analysts may not have access to all records they should be aware that a restricted record exists.

If an analyst knows about the record, he/she can contact the owner to determine if it can be shared and, if so, to what extent.

Although some restricted records, perhaps involving terrorism or corruption, may be appropriately hidden, these would represent an appropriate security measure in rare circumstance. Even so, allowing for an awareness of restricted records is a superior position to one in which an analyst has no awareness. If the record holder agrees to share, the analyst's intelligence pool just got so much deeper.

Even if the holder elects to deny access, both the record holder and CI analyst know that other police agencies may be involved. This scenario enhances information sharing, reduces conflicts, improves officer safety and informs resource allocation. This form of intel sharing is a must given today's complex organized crime environment.

We have an opportunity before us. Information technology has given us the capability to ensure that our intelligence analysts have wide and encompassing access to non-restricted intelligence data. Additionally, while being attentive to third-party rule, our analysts should, in most cases, be aware restricted records exist while recognizing that some will be held in complete secrecy. This is entirely appropriate.

The challenge may be found in committing ourselves to the expansive sharing of non-restricted intel as a maturing cultural norm. As part of this normative progression, we should also recognize that analysts should be alerted to the existence of restricted records as related to their specific query. Analysts would thereby know that additional, high value intelligence exists.

To get access analysts would have to provide a justification to the record holder that would warrant access. The holder will determine, based on agency policy, whether to refuse access, provide partial access or grant full access. In this way analysts will have knowledge and potential access to an expansive intelligence data set.

The sharing environment described here ensures that our intelligence driven products are robust, sourced, timely and can be validated. Law enforcement agencies need the very best available intel products to combat one of the most difficult crime problems our society and policing faces: organized crime. A steadfast commitment to developing this intelligence sharing environment is a key component to maximizing successful law enforcement efforts in the future.

Ruben Sorge is an RCMP inspector working with the Criminal Intelligence Services in British Columbia and the Yukon. Contact: ruben.sorge@rcmp-grc.gc.ca.



APPLIED PHYSICS IN POLICING

The science behind collision reconstruction

by Daniel Carrier

There is a popular misconception that the analysis of physical evidence is the most important and critical role in investigating fatal or life threatening collision.

All investigations involve collecting evidence, corroborating it from as many sources as possible and proving the facts at issue. Witness evidence cannot be underestimated. There is great value in witness, victim and accused statements.

A properly conducted interview is invaluable. Always ask yourself the following questions:

- What information do I have?
- What information do I need?
- Why do I need the information?
- How do I get the information in a manner that can be used in judicial proceedings?
- What evidence would the extra information offer?
- Have I exhausted all my sources of potential information?

Investigations can often get caught up in the details and lose sight of the goal. This can be particularly frustrating during the course of a trial. William of Occam gave us a means to avoid the quagmire of possible scenarios. Occam's Principle states that among competing hypotheses, the hypothesis with the fewest assumptions should be selected. In essence, he is telling us not to over complicate things.

The best definition I've heard of Occam's

Razor was from a criminal court judge, who said, "If you hear the sound of hoof beats approaching, don't look for a duck."

An investigation involves much more than the collection and analysis of physical evidence, which can be misinterpreted. Reconstruction is usually limited to collisions resulting in death or life-threatening injuries. These are always tragedies with massive emotional "shock-waves." Any investigation into such matters requires competence in all facets of investigation.

In my new book, *Applied Physics in Policing*, I lead the reader through the science behind collision reconstruction techniques currently being used in the field.

In order to understand the scientific analysis, it is advantageous to develop an understanding of background information involving collision investigation. As a result, this book is organized so as to cover the following progression:

- Series of events surrounding collisions;
- Vehicle dynamics;
- The physical evidence at the scene of a collision;
- The recording of physical evidence;
- The analysis of physical evidence;
- The reporting of the analytical findings.

There is a significant mathematical component involved in any discussion of the physical sciences. In an effort to ease the reader into the science, I have included a review of the mathematics involved in the analysis discussed but limit the math concepts to those

directly related to the analyses that follow. I do not cover math concepts that are merely "nice to know."

Since police testify as witnesses for the prosecution and their equivalents on the defence team are often engineers, the book was designed to provide a common language between all parties involved in the analysis of collision reconstruction evidence.

True knowledge is built by understanding the principles behind the analysis. Information must be digested in the mind and integrated into practice and analysis. My book is meant to be a valuable reference to those already in, or preparing to enter, the collision reconstruction field.

While it is beyond the scope of my book to cover all areas of an investigation, I can leave you with one thought that may assist in developing an investigative strategy. All major collisions requiring reconstruction should be handled as sudden death as opposed to collision investigations.

The conclusion of the investigation may result in traffic related charges, but the investigation should be conducted as an undetermined death investigation; the living owe as much to the dead.

Daniel Carrier is a 26-year member of the Peel Regional Police, including five years on the collision reconstruction team, and is currently a role specific trainer. His book, *Applied Physics in Policing*, is available from www.friesenpress.com/bookstore. Contact: dankar2@me.com.

THE DRIVING DEAD

Six must-have vehicles to ride out the zombie apocalypse

by David Menzies
Special to *The Globe and Mail*
— Oct. 27 2014

Zombies are hot. Witness the ratings for the season five premiere of AMC's hit series, *The Walking Dead*: it drew 22.4 million viewers for its Oct. 12 episode, *No Sanctuary*. It not only annihilated a record it already held as the most-watched cable drama, but it slaughtered the almighty NFL, finishing ahead of NBC's *Sunday Night Football*.

Yep, we love our zombies.

And, as we trudged closer to Halloween, a two-part question arises, like some reanimated corpse clawing its way out of a shallow grave. Namely, what if a zombie apocalypse does morph from the realm of fiction and becomes a cold-hard fact of life (or death)? And should a legion of zombified cannibals create a new, more sinister form of hellacious traffic congestion, what ride would you want to be driving?

Suffice to say, commuting during a zombie apocalypse in a rusted-out '85 Hyundai Pony with a wonky ignition isn't going to cut it. That said, what are the most desired vehicles on the market to survive a zombie plague? We posed this query to a variety of ex-law enforcement and military personnel. Here's what they had to say:

2015 Chevrolet Suburban LTZ

"When the zombies come, mobility is your most important survival tactic. And mobility means escaping no matter what conditions you encounter. At a minimum, you will need a four-wheel-drive vehicle with enough room to move your family and survival gear.

It should have the ability to go off-road



and be heavy enough to ram through fences or other light barriers while providing good visibility.

It should also be capable of storing weapons and be equipped with a retractable sun-roof so you can engage targets by extending your body out of the vehicle.

The logical choice? A fully-optioned Chevy Suburban, which will maximize your chances of surviving the apocalyptic onslaught of the undead."

Ron Craig,
Explosives and firearms expert

...

2004 Chevrolet Trailblazer

"If I had to choose one vehicle to escape the zombie invasion, it would have to be my Chevrolet Trailblazer. It is fast, handles well and can out-accelerate most vehicles on the road today. (Important if they ever learn to drive.)

Now sadly out of production, it wasn't that many years ago that a double-over-head-cam, 24-valve, inline six was found only under the hoods of BMWs or Formula



One race cars. Never marketed by GM as a police vehicle, it is still widely used by many agencies for undercover or stolen auto units because it is both fast and ubiquitous. My Trailblazer has been modified for more neutral handling and better throttle response, both important when chased by the hordes.

All that being said, as *Blue Line's* Firearms Editor (as well as Police Vehicle Editor), I spend a lot of time traveling the country, training some of the fastest and most accurate shooters in the country. When I asked some of my students what vehicle they would most like to be in to escape a zombie invasion, they all unanimously said, 'The one you're in.'

Sadly, the reality is that as polite Canadians, none of us is likely to survive the first wave anyway. We would kindly hold doors open for them; apologize for bumping into them, and chase them down the street holding their severed limbs, saying, 'Hey! You dropped something.'

Dave Brown,
Professional firearms instructor

1958 Buick Special Riviera



My '58 Riviera weighs in at two tons and has a 364 nail-head eight. Any zombies on the road will feel the impact and it should work like a snowplow with its blunt force big front-end. Everyone else can line their cars up behind me as we escape.

Great car except for that high-test gas it burns, much like how a whale drinks water.

Come to think of it, I think the zombies already own the gas stations.

Looks like we're all lost no matter what...

*Morley Lymburner,
Publisher of Blue Line Magazine and
former Toronto Police officer*

...

2015 Conquest Knight XV



Zombies aren't armed, so you need something secure and fast. Other humans, however, will be the biggest problem. With this in mind, the best non-restricted vehicle is an easy choice: the Conquest Knight XV, which is relatively fast and light. It has an upgraded Ford F-550 Super Duty chassis and is available with a diesel engine that generates 660 lb-ft of torque. It's armoured enough to keep zombies out. And it will keep bullets out, at least for a short period. It's also large and powerful enough to carry supplies and pull a heavy trailer. And it's a 4X4 for all those inevitable off-road excursions.

*Usman Valiante,
Ex-Canadian Airborne Regiment member*

...

2010 Ford F-350

My F-350 is a work in progress that will hopefully be ready for Halloween. First, all the electronics are shielded in lead to protect them in case of an EMP (electromagnetic pulse). The wheels are 41 inches high and 21 inches wide, which makes them just street legal. The truck is raised 12 inches and I'm running



heavy-duty tires.

The reason: if you're trying to get out of downtown and you're boxed-in by abandoned cars, you need something that can drive over these vehicles. It has a 6.4-litre diesel engine that can run on deep-fryer oil if needed. It's also equipped with spotlights and infrared night-vision.

Because it's a Ford, other Ford truck parts are compatible. I'm now working on an armoured turret on the bed that will be equipped with a 50-calibre firearm that will be able to take out multiple zombies.

The truck itself was \$71,000 and I've spent another \$80,000 in upgrades so far. It might seem like a bit much but when it hits the fan, my family will be able to live in this thing for six months.

*Mark Dobell,
Custom chopper builder and ex-Canadian
Armed Forces soldier*

1954 Daimler Ferret Scout Car



"This is all you need for both the zombies and the other, more dangerous creatures – those humans that didn't prepare and now want to take all your stuff.

The Ferret is completely armour-plated and can be driven using a periscope. It can do 50 mph going forward and in reverse in case you get into a tight spot and have to make a hasty retreat. It has a 1919 belt-fed Browning machine-gun that can fire 1,150 rounds per minute. This will 'sweep' the road of both zombies and bad humans quite nicely. Of course, you could just drive into the zombie hordes plough-style as the Ferret's armour would work superbly as a zombie-shredder. No need to worry about road hazards – the tires are run-flat. My Ferret also has a smoke grenade-launcher.

The only thing better than a Ferret would be a tank, but that vehicle would entail considerably higher fuel consumption."

*Cam Woolley,
Ex-Ontario Provincial Police Sergeant*

LAW ENFORCEMENT EXECUTIVE LEADERSHIP

UNDERGRADUATE AND GRADUATE CERTIFICATES

Developed in partnership with law enforcement associations, American Military University offers:

- Support through scholarship programs
- Cohort class registration options
- Courses that include evidence-based learning outcomes

TAKE THE NEXT STEP TOWARD YOUR LEADERSHIP GOALS.
TO LEARN MORE, VISIT PUBLICSAFETYATAMU.COM/CANADA



AMU is part of the accredited American Public University System and certified to operate by SCHEV.

THE PRISTINE BEAUTY OF TRAFFIC

Taking on the role of life's referee can be satisfying

by Morley Lyburner

One day (back-in-the-day) when I was a traffic training officer I was called into the boss' office. He was seriously concerned about a new officer. A "draftee," ordered to work in our traffic enforcement unit.

"I'm really worried about this guy," he said. "He is an excellent officer, but he absolutely hates the idea of working in traffic duties. I would like you to take him out on the road with you for a few days and introduce him to..."

"Yeh! I know boss. The pristine beauty of traffic," I interjected.

The next afternoon I greeted the gloomy faced officer in my office.

"I know you're the hired gun Lyburner," he said quickly. "But I don't like traffic work and I don't like traffic cops. I've already got my transfer in to the sergeant at the desk."

"Okay, okay." I said, "I haven't got any rank over you so we might as well act like friends and just hit the road."

The first order of the afternoon was the nearest coffee shop. En route we stopped at a traffic light beside a very striking young lady in a sports car.

My partner suddenly rearranged the corners of his mouth, straightened up from his former slouching position and commented about the physical attributes of our fellow motorist.

"This requires further investigation," I added as I activated my roof lights and motioned her to pull to the side of the road.

I approached the young lady and received the appropriate documents. Returning to my scout car a now very interested and smiling partner began to review the essentials on the drivers licence as I retrieved my summons book.

"What're you doing?" he asked.

"Writing a ticket for not wearing a seatbelt," I responded.

"What? You mean you saw that woman and the only thing you could see was that she wasn't wearing a seatbelt? Wow, everything I heard about you traffic cops is true then. You'd ticket your own mother wouldn't you?"

"My mother learned to wear her seatbelt after just one ticket," I responded wryly.



After writing the ticket, we continued on our quest for coffee.

I pulled along side a biker type motorist. Full beard, broken nose, sneering face and no seat belt. I gave him a friendly wave and drove on. One more traffic stop for a grey-haired gentleman for failing to stop for a stop sign and another seat belt violation and we pulled into the coffee shop for our fill-up.

"Okay," my partner said. "You've got me curious. You give tickets to everyone but the biker. Not only are you a jerk but also a chicken-shit jerk. What makes you guys tick?"

My moment had arrived.

"First, let me get this straight about you divisional guys. You would never give a ticket to that pretty woman with the smiling face, right?"

"Well, that's right. We save the chintzy tickets for the bad guys. You know the jerks that really cause trouble in the area," he replied.

"Okay then. That means whenever a bad guy gets into an accident in your area he walks away from the accident because he is wearing his seat belt and all the pretty girls and nice guys get mutilated faces from hitting the windshield," I said. "Have I got that straight?"

He stared at me for a moment as the message sank in. We finished our coffee in relative silence and returned to the scout car.

At our next call we arrived to see a truck that had slammed into the front corner of a small car. The female driver was conscious and four firefighters were trying to cut away the dash from around her legs. We looked

inside the rear seat and saw a crying toddler in an infant seat being attended to by another paramedic.

"Ten years ago I would be pulling a dead mother and child out of this car," I said. "When I give out those tickets I have to be the bad guy so the good guys can survive."

I explained that I became a traffic cop because I had a feeling of accomplishment and enjoyed almost every day I hit the road, knowing I was making a difference in every citizen's quality of life. Whether investigating an accident or issuing a speeding ticket, I was just life's referee.

I was also the street doctor, victim healer and a citizen's guide through some of the most traumatic times of their lives. Good traffic cops virtually shine from the glow of community policing and are the lion tamers whose kingdom is between the curbs. Their targets are anything that stands, stops or moves in that real estate and they understand the power they have, the reasons for using it and how to wield it judiciously.

We returned to the station and as I walked to my office I glanced back at my partner. He was at the front desk talking to the sergeant and getting back his transfer request.

This retro story was first published in 1995 and then in 2000. We felt it was appropriate to "text it out to you" again... for a new generation.

Morley Lyburner is the founder and publisher of *Blue Line Magazine* and a former 25-year member of the Metropolitan Toronto Police Service.

How cops and cadaver dogs brought a killer to justice

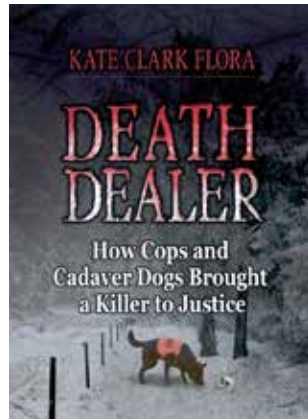
Author: *Kate Flora*

Publisher: *New Horizon Press*

A new book release on a murder investigation in the Miramichi region of New Brunswick that kept investigators perplexed for over seven years. The book itself appears to be a good teaching aid for cops as well as an entertaining read for public consumption. What follows is the promotional description of the book as supplied through the author, Kate Flora, and New Horizon Press.

“When Miramichi, New Brunswick resident Maria Tanasichuk’s husband David reports her missing, the local police force is perplexed: they have a close relationship with the Tanasichuks and know David as a loving and supportive husband, yet his account of Maria’s disappearance contains disturbing inconsistencies.

Through conversations with Maria’s many friends and loved ones in Miramichi’s small, close-knit community, the police soon discover that David has been using drugs heavily and Maria’s efforts to stop him have frayed the marriage. Witnesses report he has been selling Maria’s belongings to support his drug use, has been involved with another



woman, and has engaged in suspicious, nighttime comings-and-goings. Further disclosures suggest that he played a role not only in Maria’s disappearance, but also in several unsolved murders.

“David’s clever, deceptive ways – combined with the fact that they cannot locate Maria’s body – make it impossible for the Miramichi police to prove their suspicions. As signs that David may in fact be a dangerous killer mount, the cops tracking him fear,

rightly, that at any moment he could unleash his vengeful violence on their families.

Only when they enlist the help of the Maine Warden Service, with their trained cadaver dogs and dedicated handlers, are Miramichi’s police officers able to finally undertake the long and gruelling search for the evidence they need: Maria’s body.”

The author, Kate Flora, is the award-winning mystery and true crime author of 14 books, including the true crime story *Death Dealer* and the novel *And Grant You Peace*, both forthcoming in the fall of 2014.

Her book *Finding Amy* (true crime), co-written with a Portland, Maine deputy police chief, was a 2007 Edgar Award nominee.

Kate’s other titles include the *Thea Kozak* mysteries and the starred-review *Joe Burgess* police series, the third of which, *Redemption*, won the 2013 Maine Literary Award for Crime Fiction.

No novice or neophyte, Kate is a former Maine assistant attorney general in the areas of battered children and employment discrimination.

Read more about the author and how to obtain the book by going to the author’s web site at www.kateflora.com.

BLUE LINE NEWSWEEK

Restrictions on some UAVs lifted




OTTAWA – Transport Canada has lifted most airspace restrictions on selected unmanned air vehicles (UAVs).

The bold decision opens Canada’s airspace to commercial UAV operations at a time when the US Federal Aviation Administration continues to ban most commercial uses of UAVs.

Transport Canada has issued two exemptions applying to UAVs weighing less than 2 kg and 25 kg. In the smallest weight category, operators are only required to notify Transport Canada of a planned operation and stay below 91.4 metres (300 feet) above ground level, within line of site of the pilot and at least 8 km (5 miles) from an airport unless that airport approves the flight.

Between 2kg and 25kg, UAV operators must comply with an expanded set of 30 conditions or file a request for an SFOC. UAV flights of aircraft weighing more than 25kg will continue to require specific approval by Transport Canada.

(Flightglobal)



DALHOUSIE UNIVERSITY
College of Continuing Education

Certificate in Police Leadership

Courses in this unique online program for police include:

- Advanced Police Leadership
- Budgeting and Financial Management for Police Services
- Communication Skills for Police Personnel
- Ethics for Police Leaders
- Legal Issues in Policing
- Managing Police Performance: Coaching Skills for Police Supervisors (workshop)
- Police Leadership and Management Development
- Policing and the Law of Human Rights
- Policing the Modern Community
- Strategic Human Resource Management for Police Organizations
- Strategic Policing



“I took this [Policing and the Law of Human Rights] course because of personal interest and to become more educated on my human rights as an employee. What I found was increased confidence in dealing with my own issue, as well as in my supervisory role when addressing employee human rights matters. In addition, as we see our city become more culturally diverse, this course emphasized the importance of providing service that is relevant to our clients from diverse communities.”

Sgt. Bobbi Simmons-Beauchamp,
Fredericton Police Force, NB

UPCOMING COACHING SKILLS WORKSHOPS
Vaughan, ON: March 6-8, 2015
Halifax, NS: June 12-14, 2015

ONLINE COURSES
Will begin on Jan. 26, 2015
Registrations will be accepted up to this date.

Prepare for your promotional opportunity today!

If you would like more information or wish to have a brochure mailed to you please contact the Program Manager, Sherry Carmont, at (902) 494-6930 or toll-free at 1-800-565-8867. You may also write to Sherry via e-mail at CPL@Dal.ca or to the address at right. Detailed information and registration forms can also be found on our website at www.dal.ca/cce.

Dalhousie University
College of Continuing Education
1459 LeMarchant Street, Suite 2201
PO Box 15000
Halifax NS B3H 4R2

TWO-WHEELED GREY POWER

Recommendations for an aging demographic

by Dave Stewart

Despite being warned more than five years ago about the trend of older motorcycle riders being involved in crashes, the government and police have done nothing about it. The Canadian Motorcycle Association (CMA) has lobbied for years for safer roads and recommended changes in 2010 to deal with the preponderance of older riders. These edited extracts are taken from that report.

The trends for motorcycle deaths over the past nine years have improved somewhat, especially in some jurisdictions. Unfortunately this picture is not consistent throughout Canada. The years 2004 to 2006 were marred by a 41 per cent increase in fatalities as compared to 1996-2001. The factors relating to these fatal collisions have not changed. What has dramatically changed is the age profile of the motorcyclist involved. It is clear that so-called mature “returning riders” make the same fatal mistakes as the younger enthusiasts.

The fatality rates for returning riders in the age group 45 to 54 doubled between the period 1996/2001 and the period 2002/2004. It might be expected that these male motorcyclists approaching their middle age, most probably with long experience driving cars, would have learned when and when not to speed. One might even expect that they would have a reasonable amount of experience motorcycling. If so, they need a wake-up call!

Recommendation: Require returning motorcyclists to undergo mandatory refresher courses or re-testing after a significant gap in riding (five to 10 years).

Alcohol

More young riders seem to have heeded the message to not drink and ride. Alcohol-related crashes declined from 25 per cent in the period 1996-2001 to 13 per cent in the period 2004-2006. There is still room for further improvement, particularly in Ontario, where the decline lags behind the national average. It dropped from 38 per cent in 1992 to just 25 per cent in 2006.

Recommendation: There should be ZERO tolerance of alcohol when riding a motorcycle. Even the first drink impairs the rider’s balance, co-ordination and judgement critical for safe riding on two wheels.

There is a widely-held myth among motorcycle riders that four wheel drivers are always more at fault in collisions. This is perhaps true in multi-vehicle crashes but single vehicle collisions have increased dramatically. Far too many are directly attributable to excessive speed and/or alcohol.

Recommendation: Motorcyclists should recognize that their safety lies primarily in their own hands. Annual refresher courses and/or advanced rider training may save their lives.



Government/agency responsibilities

Motorcycle riding is governed at the provincial and territorial level so that’s where any plan of action to halt road deaths must originate. Such action plans should prioritize enforcement of traffic laws and propose education and training to address the causes of fatalities. Even though causation factors are similar nationwide, to date there has been no concerted effort to create a common enforcement program.

Whilst it must be acknowledged that national campaigns have focused on speeding, motorist drunk driving and, in some areas, heavy truck enforcement, motorcycling hasn’t received the same degree of attention. Do police services have a “blind spot” about riders? Could it be that individual officers are more at home driving a car rather than riding a motorcycle? Do they prefer a reactive rather than a proactive approach?

Motorcycles are designated as “vulnerable vehicles” for good reason. Therefore it is appropriate for police to check their road worthiness, e.g. lights, brakes, tires and rider protective equipment. In the light of all the available information, both enforcement and education should apply to motorcyclists.

The motorcycling season in Canada lasts from May through the end of September. Many organizations try to publicize a safety awareness program in May to remind car drivers that motorcycles are back on the road. Called “MAY Motorcycles And You,” this program has run for decades. In support, many local governments declare May as motorcycle safety month and media outlets are encouraged to publicize events put on by the groups.

In some larger, more pro-active jurisdictions like Ontario, the transport ministry and City of Toronto have placed motorcycle safety messages on electronic highway information boards. Other jurisdictions could usefully adopt this approach. Government could also promote safety messages to motorcycle groups and individuals on zero

alcohol use and responsible use of speed.

As all road users require insurance, insurance companies could warn their customers of the severe consequences of riding after consuming any alcohol. Automatic forfeiture after drunk riding could prevent loss of life.

Recommendation: All agencies, authorities, motorcycling groups, insurers, motorcycle manufacturers and other relevant players should collaborate on improving safety through a spectrum of measures, including enforcement, education, training, technology, publicity and sanctions.

Speeding, education and enforcement

The loss of any life has personal and economic costs. Paying for improved technology, however costly, should not be measured against the cost of even one life. We already have the technology to help lower alcohol related deaths and enforce speed limits. Debate rages about whether this leads to dangerous chases to identify the motorcycle or its rider.

Perhaps lessons may be learned from the experience of other jurisdictions. Speeding is not confined to young riders. Riders 16 to 19 years old used to make up 56 per cent of motorcycle fatalities; that number has decreased to 33 per cent. Given that the peak period for motorcycle crashes, whether due to speed or alcohol, is May to September, that’s when enforcement should be heightened.

An interesting experiment in some European countries could help to reduce open road speeding. Riders are given access to local racetracks to learn how to ride safely at speed, under supervision. They discover that to ride faster you have to ride smoothly, increasing safety. Riders encounter traffic officers at the track who can teach them many more facets of road safety in a conducive setting. Several Ontario police officers have tried this type of education since 1986, however the pro-active program has failed to materialize in any significant manner due to lack of

support from industry or government.

Another approach on the enforcement side is Ontario's "stunt driving" law. Hundreds of high-risk drivers and riders have been taken off the road by impounding their vehicles and suspending their license for a month. Aside from the very severe fines, they also have to pay a reinstatement fee to get their license back.

Although the law's introduction was well publicized, together with "zero tolerance" enforcement by police, hundreds of vehicles were impounded. This seems to indicate that there is a minority of high-risk road users whose attitude to driving never changes until it is too late. Recent research tends to support a theory that this high-risk population should undergo psychological testing before their driving privileges are reinstated.

Recommendation: There is no simple solution to prevent road fatalities but a variety of educational and enforcement measures could be useful in all jurisdictions.

Safer braking

One technological innovation that could improve motorcycle safety is anti-lock brakes. This has been very slow in coming but has accelerated in recent years with the introduction of integrated braking systems for many two-wheelers. There are now race bikes with ABS and some governments have called for more systems to be installed on road bikes.

Recommendation: Motorcycle manufacturers should increase the availability of up-to-date braking devices for all new production.

Data collection

It is evident that all levels of government urgently need to upgrade and revise computerized data collection. Many European countries especially recent entries to the EU now give public access to new current, detailed databases for research. Contrast this with Canada, where our national road statistics are usually two years in arrears. I was only able to gather much of the information in this report by requesting assistance from staff in the various jurisdictions. Better computer programs geared for collision data are available and it is incumbent that this information be applied to improve education, training and enforcement.

The numbers of motorcycle fatalities are numerically lower than the number of road deaths for car occupants but the ratio of motorcycle fatalities to the number of riders is relatively higher, hence the vulnerability of the rider. When statistical graphs for car and motorcycle deaths are placed on the same chart, the trends are understandably concerning.

The statistics and graphs may show comparative death rates but policy makers and politicians need to recognize that motorcycles are very different from cars. To date there is less scope for technology to save motorcyclists' lives than for motorists so safety for the bike rider is much more dependent upon individual skill.

Recommendation: Data collection on the causes of road deaths should be uniform across the country; accurate, up-to-date and accessible for research purposes. Upgrading national and provincial computer systems is imperative. Only comparative motorcycle data can give

clues about progress with motorcycle safety.

Training

Canada is known worldwide for its excellent national motorcycle training program but there is a growing recognition of the real need for retraining/refresher courses. There is a strong case for making them compulsory given the increasing death rates. Otherwise, without incentives, there is no easy answer that would encourage large numbers of riders to spend the time and money to upgrade their skills. It is worth recalling a little aphorism: "If you don't use it, you lose it!" This seems particularly relevant in this context.

While there are a limited number of "advanced" rider training courses in some parts of Canada, a nationally accredited course in advanced rider skills would be very desirable, such as exists in the UK alongside an advanced car drivers' course.

I and other Toronto police motorcycle riders and trainers have to undergo annual re-training each spring. Every officer, even trainers, needs the day's work of skills revival to get back to the proficiency level needed in a busy urban area.

Recommendation: A nationally accredited advanced course should be developed in Canada to improve riding skills. Insurers should consider a discount for riders who pass it.

Other vehicle turning movements

The historic problem of car drivers turning left across the path of motorcycles must be addressed. Education should be one approach. The UK recently produced a road safety program dealing

with the problem called "Inattentive Blindness," where car drivers are aware of potential problems but fail to react before a collision. It is directed mainly at making motorists aware of bike riders before they change lanes or begin a turn.

The advert begins by introducing a sequence of people dressed in leathers and helmet. As each removes their helmet they reveal their relationship to the motorcycle rider: his wife/girlfriend, mother, child, mate

Introducing all those nearest and dearest to the rider before the inevitable crash scene brings an added poignancy to the story and the message hits home. The motorist's responsibility is not only towards the biker but also to his loved ones.

Another response to left turns is to modify road management. Traffic engineers and local authorities have greatly promoted crash prevention by installing more signalized intersections with exclusive access for left turning traffic. Much more work of this kind remains to be done. Traffic roundabouts also prevent head-on crashes but progress is slow because of their expense.

Recommendation: Car driver awareness campaigns and more road management schemes would help reduce fatalities due to left turn collisions.

Dave Stewart is a former police motorcycle trainer with the Toronto Police Service and a founder of the Police Motorcycle Race Team. He may be contacted by email: dstewart@sympatico.ca.

BLUE LINE NEWSWEEK



EDMONTON – Police will likely hover over Edmonton in a new single-engine helicopter instead of the twin-engine model they requested after councillors approved the purchase in December with conditions.

Following hours of procedural wrangling, the \$3.3-million deal passed 7 to 6 in what Mayor Don Iveson called "a prudent move."

"I do support the aerial operations of the Edmonton Police Service," Iveson said at a press conference.

The purchase price includes about \$1.1 million to trade in Air-2, which is more valuable than the older Air-1.

Proposals to buy a twin-engine helicopter for \$7.2 million, or two single engine units for a total of \$7.1 million, were defeated.

But before any money is released, police must report back on where the chopper would be

Single engine chopper considered for Edmonton

stored and maintained. They must also look at the available equipment options and issues such as noise. As well, Iveson will work with police and the federal government to see if it's possible to move the existing fleet to Canadian Forces Base Edmonton from Villeneuve.

While police indicated last year that idea won't fly, Iveson said this conclusion was coloured by their desire for a heavy twin-engine chopper and a heliport.

"Because of the police service's fixation on this giant helicopter, the answers given to me were not all satisfactory, which is part of what's behind this," Iveson said.

Police are now looking at buying the same AS-350 used by the RCMP so they can share maintenance, training and space at Edmonton International Airport.

However, the noisy AS-350 might not be the best one to fly over a built-up city, Iveson said. "If there's some efficiencies for maintenance there, I think that's a great outcome, but again council just wants to get all those details confirmed."

He'll contact manufacturer Airbus Canada to find out if any suitable, quieter models will be available in a few years when a second helicopter is needed.

(Edmonton Journal)

BIONIC DOG EVEN HAS A BLOG



by Danette Dooley

Gunner, a police dog in training with the Royal Newfoundland Constabulary, has quite a following on the force's Facebook page.

The young German Shepherd, with a little help from RNC Cst. Geoff Higdon, cleverly writes about his experiences training for his new career. The journal is a unique way to take advantage of social media to let the public know what's happening in the force's canine unit.

Gunner was eight weeks old when he arrived at the RNC in July from the RCMP kennels in Innisfail, Alberta. His training came to a quick halt in October when Gunner broke his paw and ended up having surgery and a metal plate and screws inserted in his leg. Rather than explaining what happened I'll let Gunner tell you. Here's his blog about his accident:

Hey everybody, it's been a while and I have so much to fill you in on.

So, back on October 6th me and Dad did my first ever "Big Dog Training Week" with the other RNC Police Dogs and their Dads. This is an annual event where they all get together from across Newfoundland to do some advanced training. We were doing lots of tracks and checking cars, and we were even doing searches for drugs and explosives. Well the big dogs did that, their noses are specially trained for those things. I got to hang with the big dogs and hear about their stories and adventures, they are awesome!

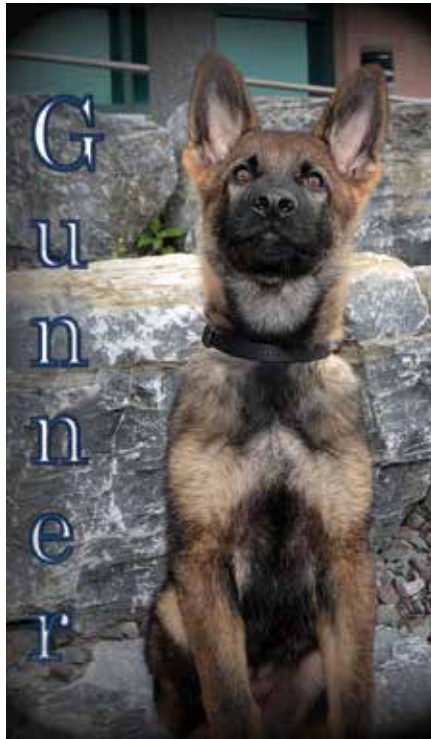
So all this was the Monday of the training week. Then, me and Dad went home and relaxed after having some well deserved supper.

Around 8:45 pm Dad took me outside to use the lawn (hee hee) and we were playing with my ball. That's when it happened! I jumped up to get my ball and I knew I was going to miss catching it, but I'm hard-headed so instead of just letting it go, I twisted my body in the air to try to catch it, and fell on my back paw. I was yelping in pain and Dad had to pick me up and cuddle me for about 30 minutes to get me to stop crying. Dad checked me over and there were no signs of any breaks so he took me in and iced it for the night.

The next morning Dad took me right away to see Dr. (Jens) Martin at St. John's Vet (he's an amazing doctor!) He checked me over and took some pictures in some magic box that CAN SEE THOUGH ME!!! (Dad says it's called an "X-Ray").

Dr. Martin came back and gave us the bad news. I had a fracture to my paw. Dad was so upset I thought he was going to pass out – he's such a softy!

They gave me some special treats that made the pain go away, and then we were



off to see a lovely doctor, Trina Bailey, who specializes in fixing silly puppies who land on their paw after missing a ball.

When we got to the clinic in Paradise to meet with Dr. Bailey she said I was going to still be able to be a police dog with some TLC!

I had a "surgery" the next day on my paw. Dad calls me a "Bionic Police Puppy" because they had to put a metal plate and some screws in my leg – which is totally cool!

Dad picked me up a couple of days later and he was shocked to see me walking like nothing had happened; he's such a worry wart, but that's his nature.

The doctor told Dad to keep me in my room (crate) at all times when I wasn't with him. So it was basically a lazy weekend. We stayed home and cuddled and watched K9 movies like Starsky and Hutch.

The next week, Dad took me out to Flatrock where the police cadets were doing their "Gallows Trek" adventure. While we were there Dad took me for a short walk to stretch my legs and use the lawn.

While we were doing that, guess what I found! A set of KEYS that were from a break and enter and attempted car theft! Dad was so proud of me; he said I'm tough as nails since I had a broken paw and I was still solving crimes.

We went back to see the doctor on Thursday and I'm doing great. I'm allowed short five minute walks and some weaving stuff for tracks but no jumping, which makes me sad because I LOVE TO JUMP!

I want to give a BIG shout out to the amazing

work of both Dr. Martin at St. John's Vet and Dr. Bailey at Paradise Animal Hospital who saved my career as a potential police dog with the RNC! Dad says if it wasn't for their great work he would have cracked up" – whatever that means! Talk to you all soon!

Gunner's "Dad" is RNC Cst. Bill Kennedy – a cop whose career aspiration has always been to become a dog handler. It's a position he's been preparing himself for since he became a police officer 16 years ago.

The Newfoundland-native spent the first seven years of his career with the Calgary Police Service. Because of his passions for the pups, he also helped train Calgary's canines – all the while hoping that he'd get a position with the canine unit if and when one became available.

"I've always wanted to be a dog handler. I tried several times while in Calgary. They have 18 dogs on the street there. It's a very sought after position and the competitions are extremely competitive. A couple of times I got close but I never made the line up – and by that time I was ready to come back to Newfoundland."

Both Kennedy and his wife Tina are from Newfoundland. Kennedy jumped at the opportunity to return to his home province nine years ago and continue with his policing career.

A use of force instructor, Kennedy works in the force's training section but spends as much time as he can with the dog handlers and their four-legged partners: laying tracks, searching for stolen property, doing building searches, playing the bad guy and other work to ensure both he and Gunner will be ready if a position becomes available within the canine unit.

"When I first got Gunner, and I know I'm a bit biased, I could see something special in him right away. The second he arrived, we started socializing him. He was going through the airport, up the elevators, doing age and size appropriate tasks. He never showed any fear or signs of uncertainty in any way. Every situation and every environment that you could think of that a police service dog would have the potential to have to go into, that's where we'd put Gunner."

Gunner has been healing quickly. Water physio has helped a great deal in the dog's recovery, Kennedy said.

By the time this story gets to print, Gunner will likely be back practicing his tracking and checking buildings, woods and any other place a bad guy can hide.

Kennedy will still be focused on his job with the training unit while spending all the time he can ensuring that Gunner will be ready if he ever gets the call to go to the RCMP Police Dog Service Training Centre in Innisfail for the intensive program. A program that, for the potential dog handler and dog, means leaving home for several months. A program that Kennedy has been eyeballing for almost two decades.



The RNC has three dog handlers in St. John's and one in Corner Brook. If the unit expands, Kennedy will be among those vying for the coveted position. He realizes, however, that he won't be the only one looking to join.

If Kennedy doesn't get the job, Kennedy says Gunner will have to adapt to a new master and handler.

"Police officers will often raise puppies that then go to another handler. As sad as it is for me to say – within a month Gunner would be attached to whoever has been feeding him and loving him. I would miss him like crazy but as much as I love that dog, if I'm not the one that gets to do it with him, I need to know that he gets to go on to become a police dog because he's born for it."

To keep track of Gunner's adventures visit the Royal Newfoundland Constabulary's Facebook page or go to www.gunnersjournal.wordpress.com.

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

BLUE LINE NEWSWEEK



CALGARY – As two child witnesses took the stand in a Calgary courtroom in December, they were comforted by a special black Labrador named Hawk. His job was to comfort a seven-year old girl who took the stand.

The girl was testifying against her father, who has been accused of sexually abusing her. Her nine-year-old brother will also eventually testify, with the black Labrador retriever by his side as well.

Hawk, who is four years old, has been working as a therapy dog with the Calgary Police for just over a year. To date, Hawk has worked with sexual assault victims and those who have lost loved ones in traffic accidents and homicide cases, including the families

Four legged support worker permitted in court

of the five young people stabbed to death at a Calgary house party last April.

His handler, Sgt. Brent Hutt, says Hawk possesses a number of important qualities that help reduce victims' anxiety.

"He is extremely low energy. He loves people," said Hutt. "People can be crying and screaming or in some cases getting relatively aggressive with him when they're petting him. It doesn't faze him."

The young boy and girl, who can't be identified, met Hawk on numerous occasions before their testimony this week. Hutt said their interactions with the dog were "very positive."

"Their reaction with him is typical of all the kids we interact with," said Hutt. "It brings a smile to their face, helps us have a conversation. No bad can come of it." Appearing in court through closed-circuit television Tuesday, the little girl answered the lawyer's questions, with Hawk lying beside her the entire time. Even when she became agitated, the dog never left her side.


Hutt said Hawk was more than ready for this new role, as his intuition can be trusted in all sorts of tense situations.

"I've had instances where he bypasses those people he would normally talk to and goes straight to the people who have been impacted. It's truly amazing."

The Crown prosecutor made an application to have Hawk in the courtroom this week, a request the defence lawyer and judge didn't object to.


"There is an immediate trust that children have with these animals, something that they wouldn't necessarily have with a court support person, even if they've met them before," said Crown prosecutor Rosalind Greenwood. "With an animal, there's an immediate trust there."

(CTV Calgary)



International Police Association



Canadian Section



The IPA strives to enhance the image of police in its member countries and to facilitate international cooperation through friendly contacts between police officers of all continents.

- Travel
- Professional Study/Scholarships
- Professional Exchange
- International Friendship Weeks
- Sports Events
- Hobbies

* CBSA, Auxiliary and Military Police Officers are also eligible for membership

Service through Friendship

Membership is \$30 annually
To learn more visit the website
www.IPA.ca

NO NEED TO GET A LOAN TO BUY OUR CASES!

Over 20,000 cases in stock in our Edmonton Warehouse
53 different sizes ready to go

Water tight and extremely tough

Check our prices....



- Cases with pluck foam
- Cases with accessory bags and padded dividers
- Cases with backpacks
- Deluxe gun cases
- Large cases available with wheels and pull out handle
- Solid colours Black, Corporate Blue, Canada Red, Orange, Yellow
- Lifetime warranty
- Same day shipping

Call for catalogue and price list.

Underwater Kinetics Canada Inc.
 16652-117 Avenue, Edmonton, AB T5M 3W2
 Tel: (780) 484-2350 Fax: (780) 444-3989
www.underwaterkineticscanada.com

USE OF DEADLY FORCE



Regina PD – Sept 2008: Students flee as police respond to a 911 call at Luther College High School.

The importance of officer vigilance

by Rick Parent

Police officers are expected to use their firearms only in very limited circumstances. The vast majority of officers never have to use potentially deadly force. The few who do generally use it to immediately incapacitate a perceived lethal threat. Their decision-making in these rare instances is often complex, multifaceted and instantaneous.

Researchers have suggested that police use of deadly force is best explained by officer exposure to dangerous persons and places. It can be stated that the number of criminal homicides and instances of extreme violence in an area is correlated with police use of deadly force. Simply put, officers are more likely to use it during situations when they encounter increased levels of violence or when they perceive their duties to be particularly dangerous. Perceived threats directly apply to police work due to the calculated risks associated with policing.

Unlike other occupations, the possibility of being murdered or suffering grievous bodily harm at the hands of an assailant is a real and constant concern in street level policing. On average, two Canadian police officers are murdered each year, typically while assigned to “routine” general duty patrol. In contrast,

the issue of homicide is either accidental or self-inflicted in most other occupations. Also unique to policing is that front line officers are often required to enter situations from which others are fleeing.

Canada and the US: Differences and similarities

Canadian and American police are not obligated to use force whenever it is legally justifiable. Its use depends upon both the unique circumstances of the incident and the unique decision-making of the officer. While several fundamental differences exist between the two federal legal systems, there are also some key similarities surrounding police use of force.

The US legal system provides substantial criminal law powers to individual states, allowing for varying degrees of criminal legislation, law enforcement and punishment.

In Canada, the federal government has exclusive jurisdiction to enact and regulate criminal matters. Individual provinces have some limited influence by directing and shaping police related policies and regulations but these must exist within the parameters of federal legislation.

Another important difference is that police use of deadly force is far more of a concern in the US than Canada. In absolute numbers, as well as proportionately, far more people die by legal intervention in the US than in Canada. Upon adjusting for population figures, the number of deaths is almost three times greater than the corresponding number within Canada (*UCR, 2014*).

This marked difference is also apparent in other forms of extreme violence, including the frequency in which police officers are murdered while performing their duties and the national homicide rate. For example, there were 543 homicides during 2012 in Canada, reflecting a rate of 1.56 homicides per 100,000 (*Stats Canada, 2014*). In contrast, the United

States recorded 14,610 homicides during 2011 reflecting a rate of 4.7 per 100,000 (*BJS, 2013*).

In sum, the general US laws and procedures governing police use of force can be considered to be in harmony with Canadian legislation. While differences exist, the fundamental basic application is very similar. Police officers in both nations are legislated to use deadly force only when their or others lives are in immediate danger. It is within this setting that approximately 400 individuals are shot and killed by US law enforcement personnel each year (*UCR, 2014*). In Canada, there were 139 fatal police shootings between January 1, 1999 and December 31, 2009, approximately 12 per year (*Parent, 2011:58*).

Interestingly, research shows there are very few differences in relation to the dynamics and circumstances of police use of deadly force in the US and Canada. The issues are for the most part very similar. The major difference noted was in the frequencies of incidents and not the individual characteristics.

Risk-taking and consequences

It must also be emphasized that countless incidents of lethal threats against law enforcement personnel are resolved each year without a firearm being discharged. Alternate tactics or less-lethal compliance tools such as pepper spray, bean bag shotguns or conducted energy weapons are used to subdue the individual posing a lethal threat.

Alternate resolution methods often pose an increased risk to police and have resulted in their deaths. Owing to the very nature of their day-to-day duties, officers routinely face the possibility of being assaulted or murdered. On average, approximately 60 US officers are feloniously killed in the line of duty each year. Sixty more will die in mishaps such as automobile and aircraft accidents (*UCR, 2014*).

During the 1980s, there was an average of

185 police fatalities per year in the US, down from an average of 215 per year in the '70s. The widespread adoption of body armour and the advancement of emergency medical care are cited as key explanations for the decline. Another significant factor is the increase of sophisticated training and tactics over the past three decades.

In Canada, 17 police officers were killed from January 1, 2000 through to December 31, 2009, an average of about two police murders per year. Thirty officers died in traffic accidents during the same period (*ODMP Canada, 2014*).

In addition to the inherent physical dangers, researchers have noted that involvement in a fatal shooting will typically have a profound psychological and emotional impact upon the officer and their family.

Officers reported that they had, to some degree, been subject to physiological, psychological, physical and emotional factors associated with critical incident stress. As a result, most agencies require some form of mandatory counselling for officer involved fatal shootings. The negative effects of the traumatic event/near death experience may remain with the officer or a family member for the rest of their life.

Emerging trends

In today's society, police are continually occupied with the threat of violence in their day-to-day activities. Researchers have noted that officers tend to develop "perceptual shorthand" to identify certain kinds of individuals as "symbolic assailants;" individuals who use specific gestures, language and attire that the officer has come to recognize as a prelude to violence. This may also apply to symbolic settings which the officer has come to recognize as having the potential for danger. In most instances, law enforcement personnel will be aware of the risk and level of danger they face when entering or confronting a situation.

In the United States there has been an emerging trend towards "contact to kill," engaging unaware law enforcement officers for the specific purpose of murder. In some instances, the motives of the assailant(s) were based upon their anti-government beliefs and hatred of police. In other cases, it is unclear why innocent and unsuspecting officers were singled out and targeted for the sole purpose of execution. These factors add a new dimension to the framework of assailants that symbolize potential lethal threats.

Canadian law enforcement personnel have also tragically experienced aspects of this phenomenon. However, the US trend towards violence by right-wing and lone wolf extremists may be an emerging factor within Canada, placing front-line officers at increased risk. These factors emphasize the importance of officers being vigilant to the ever changing environment that they work in and the real risks they face.



References

Bureau of Justice Statistics (2013) Homicide in the US Known to Law Enforcement, 2011.
 Federal Bureau of Investigation (2010) Uniform Crime Reports. Washington, DC.
 Geller, William A. and Scott, Michael S. (1992) Deadly Force: What We Know – A Practitioners Desk Reference on Police-Involved Shootings. Washington, DC: Police Executive Research Forum.
 Jacobs, D. and O'Brien, R. (1998) "The Determinants of Deadly Force: A Structural Analysis of Police Violence." American Journal of Sociology. 103(4): 837-62.
 Parent, Richard B. (2004) Aspects of Police Use of Deadly Force in North America: The Phenomenon of Victim-Precipitated Homicide. Burnaby, BC: Simon Fraser University. (Doctoral Dissertation).
 Parent, Richard (2011) The Police Use of Deadly Force in British Columbia: Mental Illness and Crisis Negotiation. Journal of Police Crisis Negotiations. 11:1, 57-71.
 Parent, Richard and Ellis, James O III, (2014) "Right-Wing

Extremism in Canada." Working Paper, Series 14-03: Canadian Network for Research on Terrorism, Security and Society.
 Parent, Richard and Verdun-Jones, Simon (1998) 'Victim-Precipitated Homicide: Police Use of Deadly Force in British Columbia' Policing: An International Journal of Police Strategies and Management 21: 432-48.
 Statistics Canada (2001) Crime Comparisons between Canada and the United States.
 Statistics Canada. (2009) Mortality. Summary List of Cases. Cause of death – Legal Intervention and operations of war [Y35-Y36] [V01 to Y89].
 Statistics Canada (2012) Leading Causes of Death in Canada. Ottawa.
 Statistics Canada (2013) cat. no. 85-002, Juristat. Homicide In Canada, 2012.
 Statistics Canada (2014) Homicide offences, number and rate, by province and territory, Uniform Crime Reports. (2014) Crime in the

United States. Federal Bureau of Investigation. U. S. Department of Justice. Washington D.C.
 US Department of Justice, BJS. (2001) Policing and homicide, 1976-98: Justifiable homicide by police, police officers murdered by felons. Washington, D.C.
 US Department of Justice (2014) Local Police Departments, 2008. Washington DC: Office of Justice Programs, Bureau of Justice Statistics.
 8. Washington DC: Office of Justice Programs, Bureau of Justice Statistics.

Dr. Rick Parent is Associate Professor, Police Studies Program, School of Criminology, Simon Fraser University and was a Vancouver police officer for more than 25 years. His research and expertise focuses upon police use of lethal force, including the phenomena of suicide by cop. He is also a senior researcher for the Canadian Network for Research on Terrorism, Security and Society (TSAS). Contact: rparent@sfu.ca or www.rickparent.ca

NOTE-TAKING SOLUTIONS FROM TRIFORM

We understand the importance of documenting your work and investigations. To help you, we have developed a collection of products that includes:

- Professional evidence notebooks
- Investigation casebooks and record books
- Carrying cases and duty belt carrying cases
- Aluminum and fabric ticket holders
- Aluminum forms holders
- Records management system



We also specialize in making custom notebooks with custom content and stamping.

To order online or get an instant quote
 Visit www.triform.com

For more information call toll-free: 1-877-874-3676
In Toronto: 416-226-6000

CARSWELL®





A THIRST FOR COMMUNITY

Reflections on the value of community and collaboration

by Lisa Kozleski

Tom McKenzie's first day on the job as a Lethbridge Regional Police officer took him downtown on a summer day in 1976 where he was assigned the "important" job of directing traffic during a parade.

While the young patrolman had prepared for – and probably hoped for – more challenging assignments during his time as a student at Lethbridge College, he spent his first 17 years in an Edmonton home where his civic-minded parents and extended family patiently instilled the value of connecting to the community.

"It seems I always had people in my life who had a keen interest in community," McKenzie recalls. And so he embraced that first assignment, making sure no one came on the parade route and getting to know the people of his new community. That set the course for a distinguished career that spanned nearly four decades and culminated with him being named chief of the 200-person Lethbridge Regional Police Service seven years ago.

Chief Tom McKenzie retired from policing in October, saying the service is in a good position with a staff of outstanding employees and many solid partnerships in place. He has no plans to retire his community involvement, whether it be volunteer work with Special Olympics or hitting the golf course with good friends. It has, after all, been the hallmark of his life and career.

"Tom really exemplifies community policing," says Camrose Police Chief Darrell Kambeitz (Criminal Justice, 1981), who was introduced to then-officer McKenzie while a student at the college. They got to know each

other well during their tenures as chiefs of Alberta police departments.

"He's in touch with his diverse community and their needs, and he structures the police service to meet those needs. I think it's fair to say that Lethbridge is a better place to live because of Tom McKenzie."

The early days of McKenzie's career were spent walking the beat downtown, where "common sense and a sense of the law got you through things," he says. "Things may have been less complicated, but they were not easier. There was homelessness and people with alcohol and drug addiction, and not as much support for mental health issues."

The bars would close at 1 a.m., McKenzie recalls, and most parties seemed to end between 2 and 3 a.m. "So by 3 a.m. you almost didn't see anyone moving until the paper guys started delivering and you'd see the city wake up," he says with a smile. Today, he adds, officers are busy all night.

McKenzie says he has seen many other changes in the policing profession over the years – most of which benefit officers and the community. Among the biggest changes are improved technology and communication for officers; improved tools, training, practices and strategies for investigational work; and improved legislation for all Canadians. All of these improvements have changed the way police agencies do their important work.

"The nicest change of all is the ability and willingness to partner with others," says McKenzie. "Good community and good government support has helped our ability to grow in areas of diversity, training, recruiting and investigation."



Although some 70 per cent of a police agency's calls have to do with public disturbances and calls for service, McKenzie recalls being called to the scene of some horrific crimes over the years – cases whose details are burned in his memory.

"Even in those cases, though, you see the resilience of people even when they are facing the most terrible situations," he says. "You see the horror of how some humans can treat each other, while recognizing that others are so supportive of each other."

The highlights of his career remain the times he would bring a lost child home to his or her parents, or return a stolen item that had great sentimental value to the owner. His work on all of these cases has garnered him the praise and affection of community leaders and colleagues.

"Tom McKenzie has earned the respect, trust and admiration of our community," says Lethbridge Mayor Chris Spearman. "Prior to becoming police chief, he was instrumental in taking community policing in Lethbridge to a higher level. Our community has been fortunate to have a quality person like Tom leading our municipal police service the past seven years."

Former Lethbridge Mayor Rajko Dodic says it was an honour to be a member of the police commission that selected McKenzie as chief in 2007.

"I believe that time has borne out the fact that the decision to appoint Tom McKenzie as chief of police was an excellent one," he says. "Our community has been well served with Chief McKenzie at the helm of the Lethbridge Regional Police Service."

Deputy Chief Colin Catonio (Criminal Justice, 1980), who has worked with McKenzie for 35 years, says the former chief's record of engagement with a variety of community partners speaks volumes.

"His thirst for community first has left its mark within the service," says Catonio. "Tom has always understood the importance of community. He has always taken the time and expressed concern for the less fortunate, for those who have felt not well served by our service and for someone who just might need a little help. That compassion has been shared equally with our members who've found themselves in difficult situations."

Inspector Jason Dobirstein (Criminal Justice, 1991) says McKenzie's passion for policing should be commended.

"From daily correspondence, calls for service and policing operations to challenging leadership decisions, Chief McKenzie's knowledge of the service from top to bottom is impressive," says Dobirstein.

"Chief McKenzie has an uncanny ability to recall investigations and operational briefings as if he had completed the documents or investigation himself. Oftentimes after many staff have left for the day, Chief McKenzie can still be found in his office working away."

Kambeitz, the Camrose chief, adds that McKenzie is "always the first individual to pick up the phone and extend courtesies or sympathies and support to another agency, especially in a time of crisis. About five years ago, we faced a crisis at the jamboree – we had a stage collapse that killed one and injured 15, four critically. Tom was one of the first individuals to call. He said he would extend any support the LRPS could offer – and that is a common theme you hear from other chiefs. He offers immediate help to those in need."

McKenzie says he's made it a deliberate point to approach everyone he works with the same way. "You have to respect everyone," he says. "You have to picture who you love the most, and put that face on the face of every person you are dealing with – the victim, the witness and the accused."

It is a perspective that has served him well since that first day 38 years ago and will likely serve him well in retirement. McKenzie had a few more tasks awaiting him when this interview took place, including one very important job – another parade. This time he wouldn't be controlling traffic, though. Instead, McKenzie took his place as the honorary parade marshal, leading the way one last time.

Lisa Kozleski is a communications writer with Lethbridge College. Photos by Gregory Thiessen and Rod Leland. This story first appeared in the Fall 2014 issue of *Wider Horizons*, Lethbridge College's magazine. Lethbridge D/Chief Colin Catonio was tapped to serve as interim Chief until Jan. 5 when Dryden Police Chief Robert Davis was scheduled to take over.



GX SERIES

- Waterproof
- Imperméable



Call Toll-Free 1-800-263-8272 for more information or visit www.batesfootwear.com.

©2014 Wolverine World Wide, Inc.



Discerning good judgement requires... good judgement

Once when I was a young-un, I applied for a job with a Catholic social services agency and put on my resumé that I was a member of the Planned Parenthood Association of Canada. Duh. Speaking of bad judgement... I did not get an interview.

One of the various activities I occupy myself with professionally is doing pre-employment psychological assessment for police wannabes. As most of you probably know, there is a fairly standardized process for doing this.

You give a couple of tests, maybe do an interview and review some file information, look at employment and behavioural history and you (the psychologist) come up with some opinion as to whether the candidate: (1) is free from major psychological issues which would interfere with their ability to perform the duties of a police officer and (2) appears to be "suitable."

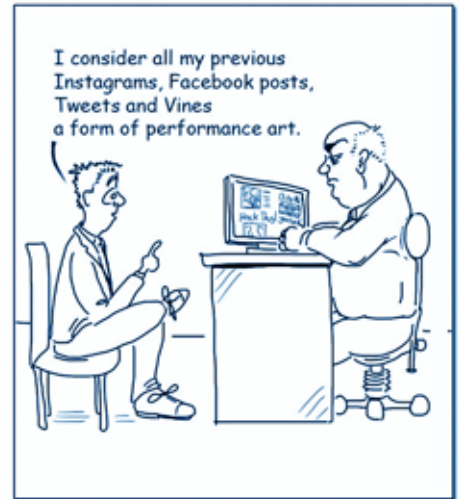
Suitability is a broader concept and includes reference to a wide range of personality characteristics or behavior patterns which are relevant to functioning as a police officer.

Somewhere underlying many of these competencies is the vague notion of "good judgement." Needless to say, we always hope police officers have the ability to exercise good judgement. Alas, when it comes to defining exactly what that means and how to measure it, things get complicated.

The Authority on All Things (Wikipedia) says that judgement means "the evaluation of evidence to make a decision." I am not sure that really captures it though. Making a decision is one thing – but there is also generally action involved. You have to DO something. I kind of like dictionary.com's definition – judgement is the ability to make a decision, or form an opinion objectively, authoritatively, and wisely, especially in matters affecting action; good sense; discretion, and also includes the demonstration or exercise of such ability or capacity.¹

It seems to follow that one aspect of good judgement includes the evaluation of evidence. Does the person in question consider all the available information? If they lack information do they seek out additional info or just guess? Do they rely solely on their own personal experience and ignore the experience of others? Are they disdainful of "book learning" or other independent sources of information?

Do they have inherent biases that prevent them from considering all the options? Have



they considered the unique characteristics of the particular situation facing them as opposed to other situations which may have been similar – but not identical? How carefully do they listen to opinion or information that contradicts their own experience? Are they aware of how much they know and don't know? Many a bad decision has been made because people don't know what they don't know.

Once a person has whatever information they consider to be needed, are they capable of generating alternative solutions? If they can see only one answer to a problem, then it seems pretty likely they will choose that answer. Can they actually think up a variety of alternatives to a situation?

If a person thinks the only possible answers to a question are A or B, they are likely in trouble if the better solution would have been C, W or 4. This kind of problem solving requires a degree of cognitive flexibility – the ability to see the same thing from many different angles and therefore general alternative solutions. This is particularly critical when you encounter situations outside of your previous experience or knowledge.

Generating possible solutions to new problems can be particularly challenging for highly rule bound ('by the book' types) or people who are generally less intelligent. Those who are significantly lower than average intelligence overall will tend to struggle in new situations and have trouble generating alternative responses.

Good judgement is a whole lot more than problem solving. Even if you come up

with a good solution you have to implement it – or stop yourself from doing something else. Impulse control is important. Many bad decisions are made by people who act first and think later; they might even know they are making a wrong decision but can't stop themselves.

You also need to have the specific skill set to implement the decision you make. It's all well and good to decide that your socks need darned, but if you can't sew....

Underlying all of this, of course, is a person's motivation. If they are not motivated to make good decisions, then they probably won't. Sometimes, we really don't care. I don't always read the ingredient list on foods I buy or always compare prices – because sometimes, I really just don't care. It might mean not getting the best or cheapest item... but maybe I am okay with that in certain circumstances. Or I might have a motivation that is different from other people. Consider the career criminal, for example. Their motivation may well NOT be to live a crime-free life, much as we like to think that would be a goal everyone shares.

Good judgement does not end when the immediate solution is implemented. The person with good judgement also has the ability to reflect on his or her own past behaviour and learn from it. Partly that means you have to have a functioning memory – and be self-aware and self-critical. Generally this is not a lot of fun. It's a whole lot easier to blame someone else than say "I screwed up, and I did so because...."

Unfortunately, human beings as a species are not very good at self evaluation. There is a ton of literature indicating that the better people are at something, the more they underestimate their skill level – and alas, the worse people are, the more they overestimate themselves.

I try to look at many of these things when I am doing a pre-employment assessment. I suspect you do the same when you are choosing a person for a particular task, need advice, want someone to have your back or are considering making a major life decision.

Now and then, when doing my pre-employment psychological assessments, I get a candidate with excellent test scores, a good employment record, solid references – but who seems to do dumb things. Maybe they got lost coming to my office for the interview because they assumed they'd be able to find the place and did not bring along the instructions I sent them.

Maybe they are 30 years old and have three kids, each with a different (and former) partner. Maybe they smoked marijuana “only once ever” but it was in the last month, while they were in the process of applying for police jobs.

Maybe they used derogatory language to refer to people with mental illnesses – when one thinks a reasonable person would have the good judgement not to talk like that (regardless of what you really think about mental illness) when talking to a psychologist.

There was the candidate who referred to his father as “elderly and frail and sort of out of it – you know, about your age.” Another guy was in a panic because the parking meter had eaten his looney and he wanted my advice on what to do about that. ²

There are people who have only one speeding ticket, one use of drugs, one bar fight, one reprimand at work, one suspension from school – only one of this and one of that but the “ones” add up to a consistent pattern of bad decisions over time.

What conclusions can you draw from these bits of information? There is no simple answer and it will vary depending on the specifics. Whether you are the applicant or the person hiring or selecting someone for a special assignment – or just trying to do your job to the best of your ability, it is worth asking, “what exactly IS good judgement and how do I make sure I have it and select people who have it?”

1. One of the joys of the Internet is that you can hunt around until you find someone who agrees with whatever it is that you had in mind to start with. Mind you, this approach does not really indicate very good judgement.
 2. I am not telling tales that breach confidentiality here in case you are worried about my professional ethics. These are illustrative of the types of things people have said to me and are not to be taken literally.

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

BLUE LINE NEWSWEEK

VICTORIA – It's clear from the contents of recently digitized leatherbound charge books that policing has changed considerably since the 1870s, when offences like being “a rogue and a vagabond” were entered in meticulous cursive with a quill pen in Victoria Police Department records.

Scofflaws' acts such as riding a horse “at a pace faster than a walk” or hitting someone in the face with a fish are recorded in the five books, covering parts of 1873-1876, that were sent to University of Victoria Libraries to be digitized over the past several months. One man was given a choice of a \$1.25 fine or six hours in prison for being drunk and disorderly.

The books were returned with fanfare to the department's Caledonia Avenue headquarters in December, arriving in Car 40, a restored 1940 police vehicle used for special occasions.

Thanks to UVic, the contents of the books – about 2,000 pages – are now preserved on a hard drive and will be made available online soon through the university and Victoria Genealogical Society, whose volunteers have begun indexing the information.

Victoria Police Chief Frank Elsner said the historical volumes are a little like the books that were used to record charges at the beginning of his career.

“We've progressed in policing by light years in the last 30 years.”

Along with drunken behaviour, the records are filled with references to breakins and assaults. “Human nature really hasn't changed as time has gone on,” Elsner said.

One difference, however, is that today's police

Victoria Police digitize antique charge books



Heather Dean, associate director of special collections at UVic Libraries, Pat Acton, and Chief Constable Frank Elsner. Photo: Andrea Peacock

write much more about each investigation than appears in the old volumes, he said. “Our reports now are pages and pages and pages long. Here, it's a paragraph.”

Victoria Genealogical Society president Pat Acton said her group enjoys helping to preserve historical material and make it more accessible. “It's amazing history and we don't want this record to disappear.”

Simply reading the police volumes is an experience, she said. One person commented that when she opened them up, “she smelled her grandfather's pipe,” likely because so many people smoked in those days, Acton said.

Victoria police have another 50 to 60 volumes of archival books in storage. (Victoria Times Colonist)

BE A HERO

PROGRAMS FOR JUSTICE PROFESSIONALS

- Guelph-Humber Justice Studies Bachelor Degree
- Criminal Justice Degree
- Police Foundations Leadership Diploma
- Forensic Identification Services Certificate

At Humber, we teach the professional and practical skills you need to move up and make a difference in your community and in your career.

Further your education one course at a time or work towards your diploma or degree.

• Advanced standing opportunities for justice professionals

communityservices.humber.ca/justiceprofessionals

HUMBER

School of Social & Community Services

WE ARE ABOVE & BEYOND



by Tom Rataj

Missing children alerts go high-tech



Etan Kalil Patz, 6, left his lower Manhattan home the morning of May 25, 1979 to catch a school bus – and disappeared. Despite massive publicity and several arrests, he was never found.¹

This case was one of the most publicized missing children cases of its time. It is credited with helping launch the missing children’s awareness movement, spurring new legislation to deal with missing and abducted children and new methods to help track children and deal with their abductors, including family members.

One of the most revolutionary new tools to come out of this public awareness movement was the original “Milk Carton” campaign, launched in 1984. It featured photos and information about missing or abducted children printed on the sides of paper milk cartons.

It’s unclear which American dairy started the campaign, and whether Etan was the first missing child to be featured, but the program ran successfully until the late 1980s. It inspired other missing children awareness campaigns, including pictures and information on the sides of transport trucks.

The Missing Children Society of Canada (MCSC) was established in 1986 to help locate missing children and reunite them with their families. The non-profit organization works in conjunction with law enforcement agencies across Canada, using retired police officers to help conduct and assist with investigations.

It also provides emergency response services to families and produces public awareness campaigns about missing children.

Launch event

The MCSC officially launched a new multi-faceted series of high-tech programs and services Nov. 10, 2014 collectively called “Milk-Carton 2.0.”

The launch event was held in the lobby of Toronto Police headquarters along with partners BlackBerry Canada, Strut Creative, Rally Engine, the Marketwired Network, WestJet, Tervita and Tarpon.

The program was inspired by the emergence and widespread adoption and use of the Internet, particularly mobile Internet connected devices such as smartphones. Their persistent Internet connectivity allows information about missing children to be sent quickly to subscribers.

Since mobile devices can be located via GPS and cellular networks, some components of Milk Carton 2.0 are able to quickly



Amanda Pick, Executive Director of the Missing Children Society of Canada (third from left) is shown with Toronto Police Chief Bill Blair and other dignitaries at the kick off of the “Milk Carton 2.0” Project.

broadcast missing children information using geo-targeting and other technologies. Geo-targeting allows the program operator to quickly target subscribers based on how close they are to the area where the child went missing. The size of the geo-targeting perimeter can be dynamically changed based on the circumstances of the case and the number of users in the area.

Created by marketing agency Grey Canada, Milk Carton 2.0 has several components which work together to quickly broadcast missing children case information to the widest possible and most effective audience.

About 50,000 children are reported missing in Canada annually so there is much work to be done.

The World’s Most Valuable Project

Originally launched in 2012, this component is one of the simplest parts of the whole project. It allows FaceBook, Twitter and FourSquare users to “donate” their social media feeds. They simply visit the MCSC web site and sign up by selecting an area and the social media feed to donate. The MCSC is then granted permission to post missing children information to the donators’ feeds.

All friends or followers see the missing child post on the donators feed, potentially quickly spreading the word. The posts can easily be shared, retweeted or otherwise reposted. A typical social media donator will see just five or six posts per year so they don’t need to worry about being overwhelmed by constant alerts.

Another component, the “World’s Most Valuable Search Engine,” replaces the usual advertising banners on the right side of the Google web site with information on missing children.

The third component, “World’s Most Valuable Pinboard,” leverages Pinterest (a popular “visual discovery tool” that allows people to share images of ideas and projects), allowing users to subscribe to pin-boards about missing children in Canada.

MCSC can quickly add new pins and subscribers are instantly notified. The PinBoard is also useful because it displays information about older cases, including children who went missing and were never found and may have grown-up. The PinBoard can also display case and suspect information for missing children that were never found or later found dead.

The final component of the most valuable project is the MCSC BlackBerry Messenger (BBM) channel. As with the donated

social-media feeds, BBM users that follow MCSC will be quickly notified when a child is reported missing in their area. BBM channels are a new social-media feature that allows subscribers to communicate and follow subjects and companies of interest.

BBM has greatly increased its potential reach now that is available to iOS, Android and Windows Phone users. There are now more than 160 million individual users worldwide, with some 80 million active on a monthly basis.

CodeSearch Network

This is a mobile app-based network used by corporations to allow their smartphone equipped local employees to quickly become extra eyes and ears when a child goes missing. It was originally developed by Strut Creative, a Calgary based multidisciplinary agency.

The company donated the program so it is available free to all Canadian law enforcement agencies. The Calgary and Toronto police services have already adopted it. WestJet is a corporate sponsor and partner to MCSC and also participates.

The complimentary smartphone app is available for both legacy and OS10 BlackBerry, iPhone and Android devices but not Windows Phone.

CodeSearch uses geo-targeting technology to quickly reach out to corporate employees about new missing persons cases. The program was found to have market-potential so it was spun-off into a new product and service known as Rally Engine.

In the corporate environment, Rally Engine is used as a crisis communications and management product. It uses a web-based front-end that easily allows organizations to quickly and effectively communicate with employees, using the valuable context of real-time location and individual user profiles.

The product could be valuable to law enforcement agencies, allowing them to rapidly contact off-duty personnel to manage emergencies or other crisis. Personnel with special skills or qualifications can be identified in the database, allowing specialists to be called in to manage a particular situation.

Another part of the MCSC rapid-response partner network is Marketwired Network, a "social communications" company that does state-of-the-art social-media monitoring, analytics and other related programs and services. It is able to rapidly push missing children alerts to every media outlet in the country through both traditional and digital media methods.

1. Interestingly the Etan Patz case was reopened in 2010 and self-confessed suspect Pedro Hernandez was eventually charged with second-degree murder and first-degree kidnapping. His confession was ruled admissible in late November, 2014. The trial was scheduled to begin January 5, 2015.

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

OTTAWA—A new law that puts Canada's national police force under more civilian oversight came into effect Monday, the federal government says.

The law creates the new civilian committee responsible for investigating complaints about RCMP members. It also modernizes internal RCMP disciplinary processes.

The Enhancing Royal Canadian Mounted Police Accountability Act received royal assent in June 2013 but it has taken this long to prepare the force for the new regime. It's the first major reform of laws governing the RCMP in more than 25 years.

The law creates a Civilian Review and Complaints Commission for the RCMP. It replaces the Commission for Public Complaints Against the RCMP and will have more powers than the commission.


Establishes new rules for investigations involving RCMP members.

Establishes new rules about how the RCMP goes about handling internal grievances and deals with employment and human resources issues.

(Toronto Sun)

Simply Superior HD Wearable Camera

VISTA™




SIMPLY SUPERIOR

- Ultra-Rugged, Fully Submersible Waterproof Design
- Transfer/Charging Base Provides "Dock & Go" Convenience
- 9 Hours Of Continuous HD Recording On A Single Charge
- Integrates With Evidence Library And 4RE® In-Car Video Systems
- The Easiest Camera To Use And Understand
- Record-After-The-Fact® Provides the Ultimate Safety Net
- Exceptional Quick-Release Mounting Hardware

WatchGuardVideo.com/VISTA
800-605-6734

INTEGRATES WITH 4RE® IN-CAR VIDEO SYSTEMS



WATCH GUARD® IN-CAR VIDEO • WEARABLE • MOTORCYCLE • INTERVIEW • EVIDENCE MANAGEMENT

VISTA is a trademark of WatchGuard Video. WatchGuard, 4RE and Record-After-the-Fact are registered trademarks of WatchGuard Video, registered in the U.S. All Rights Reserved. ©2015 WATCHGUARD VIDEO.



EMDR: A Trauma Treatment

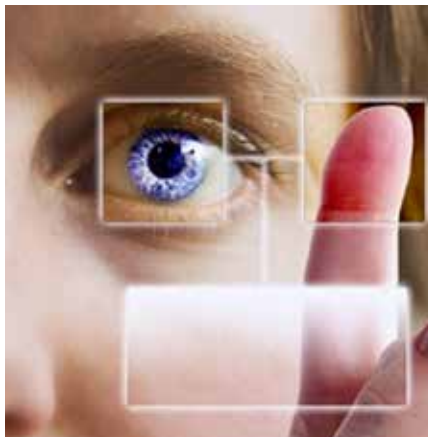
I'd like to introduce a treatment for trauma that has increasingly demonstrated to be helpful for first responders and members of the military: Eye Movement Desensitization and Reprocessing (EMDR), which is a mouthful, to say the least.

I won't bore you with all of the psychobabble behind it, but hope to offer a useful description of something that might help you or your co-workers one day. I think it is a timely discussion, given the number of first responders whose struggles with mental health issues contributed to their suicides over the last year. I don't think this treatment will resolve that issue – as there is much more to be done with prevention, police culture and support – but I believe it can significantly reduce the disturbance first responders experience following traumatic events.

EMDR was created by Francine Shapiro in 1987. Its use has increased drastically in the last decade, largely due to the widespread success of its application to military members exposed to traumatic events while at war. It's been found to reduce posttraumatic stress symptoms in first responders, accident and assault victims and victims of many other traumatic incidents. To explain how it is believed to work, I must first describe how the memories of traumatic incidents are stored in the brain. Again, I'll keep the psychobabble to a minimum.

When facing a traumatic event, the information-processing part of the brain, the cortex, is hijacked by the emotion-processing and storing part, the amygdala. This interrupts the brain's ability to properly store the event in memory. Instead, it is stored as an emotional memory in bits and pieces – a smell, face, flash of the scene, etc.

Since the story is fragmented, the brain doesn't realize it has ended and keeps sending



the person reminders because it thinks the threat is ongoing. This is why there might be flashbacks, nightmares and other ways of re-experiencing the traumatic event. The brain thinks it's doing you a favour by continually bringing these fragments back to your attention to be dealt with.

EMDR is believed to help the brain put these fragments together. The eye movements, which I won't describe here because they should be facilitated by an EMDR-trained clinician, are believed to stimulate both sides of the brain while you're thinking about the most salient fragment of the trauma and your interpretation of it.

The image, your thoughts, your emotional reactions and any physical sensations are all pulled together to integrate the event into a whole. You are then able to properly store the whole memory in your brain, adjust your skewed interpretation of it and, consequently, become desensitized to it. This lowers your disturbance level, usually to the degree that it is not disturbing at all.

The reprocessing aspect entails you being able to use the information processing part of your brain, the cortex, which was hijacked at the time of the event. In this way, you have integrated your understanding of the event, which might include resolving unfair self-judgements that tend to exacerbate traumatic reactions.

This process will not make you forget your trauma nor make you indifferent to a loss. You may still be sad about a loss, but that would be appropriate. What EMDR does is give you relief from environmental triggers, extreme emotional distress and any self-reproach that might stem from the event. EMDR works whether the traumatic event was last week or 25 years ago.

I've actually worked with clients whose traumas were more than 20 years ago and they were astonished at how different they felt about the event after just one EMDR session. EMDR is also useful for events beyond the large, discrete traumas police officers face on the job such as some of the smaller, ongoing, complex events that are disturbing.

Sound too good to be true? I agree but I have read the research and, more importantly, I have seen how well it works with my own eyes. I have even had it myself. Attempts to discredit it only serve to offer more support because it worked too well to not be considered effective. Theories of it being a placebo effect have also been tested and ruled out. Its effects are permanent since the memory is believed to be integrated.

If you or someone you know is struggling with a distressing event, I would urge you to read more about EMDR and find an EMDR-trained counsellor. I want to emphasize that this is not something that a counsellor is doing to you. This is something your brain wants to do anyway (hence all the reminders it keeps giving you of the event) and it simply needs some facilitation to complete the process.

One session won't do it all but it will make an appreciable difference, motivating you to continue until you can put the event behind you. Making EMDR available to all first responders, coupled with organizational support and a shift in the police culture that discourages help-seeking, could make a dramatic difference in the number of police officers suffering from the effects of traumatic events.

BADGE OF LIFE CANADA

Enabling individuals to have a safe place to go for direct support through positive connections with volunteer peers, trauma and PTSD survivors and/or front line professionals.

Serving active and retired police officers, 9-1-1 dispatchers, civilian support staff and families of all police service members

BadgeOfLifeCanada.com

Stephanie Conn is a registered clinical counsellor and former communications dispatcher and police officer. To find out more visit www.conncounselingandconsulting.com or email her at stephanie@blueline.ca.

PRODUCT SHOWCASE

Check it out at **BLUELINKS** www.BlueLine.ca



Superlite handcuff

Introducing the Model 730C – Superlite handcuff, weighing in at just 5.2 ounces the Model 730 is near half the weight of a typical standard chain link handcuff. Made with aerospace grade aluminum, carbon steel and stainless steel and available in grey or black finish, the Superlite is NIJ certified and made in USA.



Ruggedized computer

Datalux' Tracer is the most compact integrated 12.1 inch all-in-one unit for public safety on the market today, featuring an Intel Core i5 or Core i7 mobile processor and a 12.1 inch, XGA touchscreen viewable in direct sunlight and easily dimmable for nighttime use. This rugged computer system is designed to meet the needs of public safety professionals in the environments they face every day.

Award Winning Training



Winner of the 2014 Z-Man Achievement Award from ALERT International, SKIDCAR System Inc introduces the ESC WORKSHOP, a one-of-kind training program updating officers on the understanding of the electronic stability control systems installed in all modern police vehicles. ESC systems are exposed, explained, and understood through a proprietary classroom course presentation and hands-on driver training.



Contraband dectector

Optim announces the launch of FreedomView LED Fiberscope, a contraband detector for locating hidden contraband in both vehicles and aircraft. With two way articulation and rechargeable lithium ion battery, the scope is available in two diameters and four lengths. The rugged tungsten braided shaft construction allows the scope to be fully immersed in water, gasoline and diesel fuel.



In-car video system

The NEW PW6 In-Car Video System from Patrol Witness features a six channel DVR, redundant solid state storage. The unique PanCam camera captures license plates three lanes ahead without the need to zoom. MDT/tablet integration as well. Industry best year warranty.



Compact gun sight

The Aimpoint Micro T-2 takes the level of performance available from a compact sight to an entirely new level with enhanced optical performance and a newly designed front lens.

Police dog handlers face regulation changes

VICTORIA – The British Columbia government has introduced new rules for the training and deployment of police dogs months after a report singled out dog bites as the leading cause of injuries.

Attorney General Suzanne Anton said Thursday that the new standards emphasize proper training and spell out permitted uses for the dogs, with an effort to make sure the animals aren't used improperly.

In June, the Pivot Legal Society released a three-year study that concluded police dogs are the leading cause of injury by RCMP and municipal forces in B.C.

The study found most B.C. police forces train service dogs with a method called bite-and-hold, as opposed to the other leading technique that simply sees the dogs circle and bark.

Anton said the changes are the first standards of their kind established in Canada. She said the dogs will still be used to bring down criminals or if police need to stop people who commit crimes.

"But you don't want that to happen unnecessarily, so that is the point of the standards that we're putting in place today."

The society's report tallied data from the RCMP and the Office of the Police Complaints Commission, finding that at least 490 people were bitten and injured by police dogs between 2010 and 2012. It also said the harm inflicted during a takedown charted highest in Vancouver, followed by Abbotsford, and was lowest in Saanich and New Westminster.

Pivot staff lawyer Douglas King said the standards, such as not deploying a dog after an elderly person or a youth – which the study found was common occurrence – are common sense.

Pivot investigators had to dig deeply to get the information and filed multiple freedom-of-information requests for their data, King said.

One of the biggest things that the new regulation brings is transparency, he said. "The reality is we have dozens of incidents in B.C. over the last decade where the wrong person has been bitten, an innocent bystander has been bitten when the dogs have completely lost control. Police departments haven't been able to give us an answer for why that happened."

King said the rules will force an officer to think before a dog is used, asking the questions is it legally justified and necessary.

Among permitted uses for police dogs under the new regulations are tracking or searching for people who may have committed a crime, looking for lost people, search for drugs, explosives or firearms and crowd control.

The regulations won't come into force until September 2015 to allow police to re-train existing dogs. Indications are police forces will begin phasing in the standards before then.



Cross-corroborating sources can boost ITO reliability

The fact two informants provide similar information can enhance its reliability for use in an Information To Obtain (ITO) a search warrant.

In *R. v. K., 2014 MBCA 97* the accused's girlfriend called police after discovering child pornography on his family's computer. The accused had been house sitting at his parents' place and his girlfriend had found the materials while using the home computer under his user name. She showed her friend the images to confirm they were child pornography.

Police obtained statements from the two women and subsequently applied for and executed a search warrant for the computer. Thousands of images of prepubescent females were found in three separate folders downloaded to the computer, including 140 images admitted to be child pornography.

In the Manitoba Court of Queen's Bench, the judge found the descriptions of what the women observed were sufficient to constitute reasonable grounds to believe that evidence of the offence of possession of child pornography would be found on the computer. The judge also noted that the information in the ITO was reliable because it was first-hand, detailed, corroborated between the two women on important

and relevant issues and was provided by witnesses rather than unnamed informants.

The accused's application to quash the search warrant was dismissed, the evidence was admitted and he was convicted of possessing child pornography.

The accused challenged his conviction before the Manitoba Court of Appeal, arguing police breached his s. 8 Charter rights and the computer evidence should have been excluded under s.24(2). In his view, the ITO was insufficient because there was no evidentiary basis for the issuing justice to conclude that the images viewed amounted to child pornography as defined in s. 163.1(1) of the Criminal Code.

The appeal court found the trial judge properly applied the standard of review for a search warrant. He did not substitute his opinion for that of the authorizing judge, but rather determined whether, on the basis of the evidence, the judge could have authorized the warrant. Justice Cameron, writing the judgment, stated:

While the images described by the girlfriend ultimately may or may not have led to a conviction for possession of child pornography under the Code, in my view, they constituted a

sufficient basis for the issuing justice to have concluded that there were reasonable and probable grounds to believe that the accused was in possession of child pornography and that evidence with respect to that offence would be found on the computer [para. 10].

The ITO contained sufficient reliable evidence to support issuing a search warrant. As found by the trial judge, the fact the girlfriend's information was corroborated by her friend added to its reliability.

"Cross-corroboration of sources is a factor enhancing reliability and, therefore, enhancing reasonable grounds for belief," said Cameron.

However, the trial judge erred in holding that just because the two women were witnesses and not unnamed informants, their information was more credible and therefore more reliable. Cameron noted that information from a named source is not necessarily more reliable than an unnamed source. Despite this error, the information relied on for the search warrant was sufficiently reliable.

The search and seizure of the computer was not conducted in breach of s. 8, the evidence was admissible and the accused's appeal was dismissed.

Police cannot be compelled to investigate

Police do not owe a duty to any individual to investigate a crime.

In *Holmes v. White, 2014 ONSC 5809* CN Police Service twice charged a CN employee with allegedly defrauding money from the company. The Crown withdrew the charges, the second time only after a preliminary inquiry. CN sued Holmes claiming damages for fraud and he sued CN, its police service and several officers for alleged misconduct for laying the unsuccessful criminal charges.

Holmes asserted that CN Police officers misused their criminal law authority by prosecuting him and his wife to enhance the company's position in its civil lawsuit. He asked three police forces – London, Peel Region and the RCMP – to conduct criminal investigations into the conduct of CN Police. Each police force exercised its discretion and declined to open formal investigations.

Holmes then sought mandamus in the Ontario Superior Court of Justice (Divisional Court). Mandamus is a court order compelling a public official to perform an act required by law which it has neglected or refused to do. Holmes sought a court order compelling the three police forces to fulfill their duties by undertaking a criminal investigation into his complaints and laying charges against CN Police and its officers if warranted.

The judge quashed the application

completely because, among other grounds, he found mandamus did not compel police to investigate criminal offences. In his view, police do not owe a public or private law duty to a complainant to investigate a complaint. Rather, they have discretion whether to proceed.

Holmes then brought a motion for judicial review before a three member panel of the Divisional Court for an order setting aside the lower court's quashing of his application for mandamus. He again wanted the three police forces to be compelled to undertake criminal investigations. He submitted that case law supported the proposition that every alleged victim of a crime had a right to have a court order police to either investigate their allegations or require them to establish in court that they had reasonable grounds (objectively and subjectively) to decline.

Justice Matlow, speaking for the three member court, disagreed. In his view, none of the cases cited by Holmes suggested that a court could order mandamus to compel a police force to investigate a particular criminal offence at the behest of an alleged victim of crime. Instead, there was a multi-pronged test for mandamus, including the requirement that there be a legal duty to act owed to the applicant.

Further, mandamus is unavailable to compel (1) the exercise of an unfettered

discretion or (2) a fettered discretion in a particular way. Matlow noted that Holmes was unable to satisfy any of these elements. First, as the appeal court noted, "police do not owe either a public law or private law duty to any individual to investigate crime."

Holmes was asking a court to dictate the outcome of the police forces' discretionary decisions. All three police forces exercised their discretion and decided not to investigate the allegations Holmes made. He was now asking that police be compelled to investigate his allegations, something a court could not do.

The Court cannot issue mandamus to require a particular result. If the discretion of the police is unfettered, then it is not amenable to mandamus at all, but even if the police have only a fettered or limited discretion, the Court may be entitled to require a recalcitrant office holder to make a decision, but the Court cannot dictate the outcome of the discretionary decision. The applicant asks the Court to do that which the Supreme Court of Canada has said it cannot do [para. 19].

Holmes' motion to set aside the order quashing his application for mandamus was dismissed.

Visit www.blueline.ca/resources/caselaw for complete cases. You can email Mike Novakowski at caselaw@blueline.ca.

MARKETPLACE

Check it out at **BLUELINKS** www.BlueLine.ca



True Grit Outfitters
How's Your Grit?

An Emergency Preparedness Solutions Company

Offering lowest prices in Canada on:

- Adventure Medical Kits
- SOL Survival Products
- Advanced First Aid
- Conder Outdoor/Tactical Gear
- Nanuk Professional Hard Cases
- Water purification tablets; And more!

Enter Code "BlueLine2014" Save 10%

www.truegritoutfitters.ca



403-581-9295 www.cruisercam.ca

Patrol Witness in-car camera system \$3,695.00

Built-in mirror monitor, redundant video, rear seat camera, wireless mic.

Ask about our BodyCam and FLIR cameras



DragonEye Speed Lidar \$2,295.00

Only jammer proof system on the market, lightweight, 6000ft range, C cell batteries

*prices subject to change

Do your investments need a "Recovery Plan"?

Together, we'll review your current situation and put a "Recovery Plan" in place that works for you.



"Serving all law enforcement members and their families in Western Canada for over 10 years."



SHAUN MULDOON C.D.F.A., E.P.C.
Senior Consultant

shaun.muldoon@investorsgroup.com
780 532-3366 1-888-428-7778

FIND OUT WHAT THESE POLICE SERVICES HAVE IN COMMON

LONDON...PEEL...HALTON...CHATHAM...
GUELPH...R.C.M.P...SHEDIAC...HAMILTON
...PARIS...WATERLOO
...SARNIA...OAK BAY
...MONCTON



ARTCAL Graphics
FROM CONCEPT TO FINAL DESIGN

Call John Martin @ 1.800.365.6128 x225 jmartin@artcal.com



MY COURT CALENDAR
Your Court Manager

- My Court Calendar is a revolutionary way to capture subpoenas and track court dates for emergency service professionals.
- Periodic court date alerts are sent to the witness via text and e-mail reminding him/her of the court date.
- Accountability and verification of receipt via date/time stamps.

WWW.MYCOURTCALENDAR.COM

Pride in Service

A ring of exceptional quality to show your "Pride in Service"

\$64.95* per month



*10 payments for the ladies 14K or the mens large 10K

800-535-9735

TD Wealth

As a retired police officer, I can provide a personalized approach to help you achieve your goals.



Randy Craig MBA
Investment Advisor
TD Wealth Private Investment Advice
705-726-7164
1-800-669-7896
randall.craig@td.com
www.randycraig.ca



TD Wealth Private Investment Advice is a division of TD Waterhouse Canada Inc., a subsidiary of The Toronto-Dominion Bank. TD Waterhouse Canada Inc. - Member of the Canadian Investor Protection Fund. ®/™ The TD logo and other trademarks are the property of The Toronto-Dominion Bank or a wholly-owned subsidiary, in Canada and/or other countries. M00304 (07/13)



Writes: Under water, Upside down, Over grease and fingerprints, in extreme temperatures, on carbonless paper

1-877-223-7367

www.spacepen.ca



10% Law Enforcement Discount
Enter Coupon Code **PolicePro**



RIFLESOPES • RED DOTS • RANGEFINDERS
BINOCULARS • MONOCULARS • SPOTTING SCOPES

VORTEX
THE FORCE OF OPTICS™

PRECISION IS NOT AN OPTION. IT'S A REQUIREMENT.

1-866-343-0054
vortexcanada.net

THE RIGHT MORTGAGE, THE RIGHT RATE!

MORTGAGES, INVESTMENTS, INSURANCES, RETIREMENT PLANNING & MUCH MORE.

The Plan by **Investors Group**


Investors Group Financial Services Inc.

Lucienne Croghan CPCA
Certified Professional Consultant On Aging



Associate Consultant: Christopher Webster
Christopher.Webster@investorsgroup.com
Assistant: Tracy Thompson
Tracy.Thompson@investorsgroup.com

Investors Group, Burlington Region
Toll Free (888) 467-8844 P(905) 333-3335
www.investorsgroup.com/en/lucienne.croghan/home



COP
FOURTY-FIVE YEARS IN THE ROYAL CANADIAN MOUNTED POLICE

Bill Sharp

An interesting memoir of Bill Sharp's RCMP service, 1968 to 2011

Book and e-book available online at FriesenPress, Amazon, Chapters, Barnes & Noble, Google Play and iTunes.
Author contact: billsharp@shaw.ca



911GEAR.CA

Why are Canadian police shooting more citizens?

by Ian T. Parsons

There has been a disturbing trend in Canada during the past decade or so. One only needs to scan the media to discover the increasing incidents of police wounding or killing citizens.

Like the British Bobby, Canadian police traditionally found means other than their deadly weapons to de-escalate explosive situations. During the recent past, it appears police on this side of the border resemble a similar model attributed to American peace officers, who have tended to be more weapons-oriented. It is a disturbing trend, and begs some questions:

Is this generation of police a product of their environment?

Are we seeing in this generation of law enforcement the results of a more permissive environment in our young people, a proportion who have been raised in fragmented, dysfunctional homes. Have violent video games and the constant barrage of carnage in the media influenced this generation of law enforcement?

Has indoctrination training been partially responsible for a mindset of use of firearms?

Has a message of less tolerance been conveyed to recruits through violent scenarios and combative role modelling?

Has the escalation of weaponry contributed?

The modern vision of a patrolman with a Batman utility belt, containing an automatic pistol, Taser, pepper spray and baton is a stark contrast to police of an earlier generation. Compared to another decade, the contemporary policeman has the appearance of a Star Wars stormtrooper.

Have protracted shift periods contributed?

Most police forces employ 12 hour shifts. Is it possible that personnel are becoming exhausted and vulnerable, particularly at the end of their long shifts? Perhaps it is time to re-evaluate the shift cycles.

Are today's police dealing with more mentally ill on the streets?

Perhaps all of the above are worthy of examination. It is highly probable the latter question has had the greatest impact. Those of us who were in harness in years gone by were very familiar with the call to apprehend a patient under the Mental Health Act. These calls were almost always unpredictable, sometimes required the use of a straitjacket and more often than not were fraught with danger. In those years mental health facilities, usually referred

to as asylums, received our charges. Some were held, while others were released almost immediately and occasionally ended up back in the community before we did. Regardless, our input was regarded as worthy of attention.

The Canadian Charter of Rights and Freedoms had a dramatic effect on this country's ability to incarcerate persons under provincial mental health statutes. Patients formerly under care were granted their "freedom" and left to their own devices, often ending up on the street. Today the likelihood of police encountering them without knowing their background is very real. Many end up destitute, bereft of any professional care and unable to fend for themselves. Some are delusional and can pose a great danger to anyone confronting them.

By all appearances the majority of police shootings of late can be attributed to the victim being in some sort of mental distress.

It has become far more dangerous for police to confront a mentally unstable subject in a hostile environment. At least there was some measure of preparation in the old days, when family or physicians would advise of a potential concern. Police could pick the time and place and have adequate assistance, very often from the medical field, to help. Currently, police encountering indigent persons in mental distress often must react with little warning or preparation.

With the current political mindset, it appears as though needed changes to address problems of transients with serious personality disorders will not be coming any time soon. If anything, the problem will be exacerbated by increasing legal drug abuse, causing more and more people to fall into personality disarray. The foregoing dynamics can present serious and dangerous circumstances for law enforcement.

With this bleak forecast, it becomes incumbent upon police trainers and curriculums to contain as much information and expertise as possible to equip the "boots on the ground" to cope with very troubling social problems. No amount of information is too much when dealing with human personality disorders, and no one needs it more than our dedicated police officers.

Ian T. Parsons is a retired RCMP inspector currently living in Courtenay, BC. He is the author of *No Easy Ride - Reflections of my life in the RCMP* and an occasional *Blue Line* editorialist. He can be reached at parsonsposse@shaw.ca.

911 Gear	37
American Military University	19
Artcal Graphics	37
Badge of Life Canada	34
Bill Sharp	37
Blue Line EXPO 2015	9
Blue Line EXPO Awards Gala	39
Blue Line Police Leadership Award	4
Chrysler Canada	2
CruiserCam	37
Dalhousie University	21
Fisher Space Pen	37
Humber College	31
International Police Association	25
Investors Group - Croghan	37
Investors Group - Muldoon	37
Missing Children Society	38
My Court Calendar	37
Pride in Service	37
Rocky Boots	13
Subaru Fleet Canada	40
TD Wealth - Craig	37
Triform	27
True Grit Outfitters	37
Underwater Kinetics Canada	25
University of Guelph-Humber	15
Vortex Canada	37
WatchGuard Video	33
Wolverine World Wide	29



MISSING CHILDREN
SOCIETY OF CANADA

Reuniting families since 1986

If you have any information about a missing child, call toll-free

1-800-661-6160

or email us at tips@mcsc.ca

www.mcsc.ca





AWARDS GALA

Tuesday, April 28th, 2015

Cocktails – 4:30pm Dinner & Program – 5:30pm

Ajax Convention Centre, 550 Beck Crescent, Ajax ON

An evening honouring recipients of



RESERVE YOUR SEAT TODAY!

Further Details and Tickets at
blueline.ca/expo or 905-640-3048

EVENT SPONSOR



**ALL WHEELS
SHOULD BE ON
ACTIVE DUTY.**



NEW-GENERATION
2015 OUTBACK



Confidence in Motion

Members of the force are more likely to excel in their duty if they drive safe and reliable vehicles. With Subaru's legendary Symmetrical Full-Time All-Wheel Drive system, they will. The 2015 Outback combines the performance of a 2.5L 175 hp SUBARU BOXER® engine with Subaru's renowned safety features, making it an officer's true partner.

To consult our Fleet ordering guide or for more information  fleet.subaru.ca or call **1-877-293-7272**