

BLUE LINE

Canada's Law Enforcement Information Specialists

January 2016



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2016 POLICE LEADERSHIP AWARD



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 2016 award recipient will be recognized in the April 2016 issue of Blue Line Magazine and will receive the award at a presentation held in conjunction with Blue Line Awards Gala, April 26, 2016.



Applications for 2016 must be received by February 10, 2016 at:
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Needed: A judicial common sense revolution

We are now blessed with a new government who may be looking for some common sense ideas on which to build its fame. Here is some food for thought. When it comes to jury trials, exceptional times require exceptional changes.

In this day of intimidation and terror there should be zero risk of contaminating the court room. One way to deal with this threat would be to eliminate jury trials under exceptional circumstances.

Arguments in favour of the jury system point out that juries can find someone not guilty by virtue of bad law even if they agree the person violated the law. The bad law doctrine, however, is not the issue in trying members of organized crime groups and terrorists. The only other argument is tradition. Simply stated the legal system has become comfortable with the status quo and such a change would challenge many lawyers. My argument is that it is better to threaten their comfort level than to traumatize and terrorize the public.

There is no way a jury should be put under the stress necessary to come to a verdict in a mega-trial of terrorists or gang members. These are ruthless criminals heading terrorist organizations who possess almost unlimited resources to seek revenge. In a vain attempt to prop up a weak system the courts and governments have gone to extreme measures to protect jurors and courts, in some instances even building entire, very expensive, high security court houses.

It is time new laws were introduced that strip away jury trials under certain circumstances. Cases in which jurors could be exposed to a high level of anxiety or danger would include biker gang trials and those accused of terrorist acts. There are no greater terrorists in contemporary society than outlaw motorcycle gangs, whose entire existence relies heavily on intimidating average citizens and authority figures alike. Two dead federal corrections officers near Montreal and skyrocketing shooting deaths in Toronto clearly attest to this.

At a preliminary hearing the Crown should be permitted to apply to have the trial by judge or judges alone. The Italian justice system found that it is far easier to protect one judge for the rest of his/her life than hundreds of average citizens in a jury pool. As one Simon Fraser University study showed, it is also easier to get psychological help for one judge than for hundreds of jurors.

The need for jury trials has been questioned for years. In 1215, when the Magna Carta granted trial by jury, most people spent their entire life in one village. It made the jury trial process manageable. Almost everyone knew everyone else and how their friends and families could be accommodated within that community.

Today's society is much more complex than the era when the jury trial process was created. We are much more mobile, far more communicative and, of course, far deadlier than at any time in history. How can we assure that jury trials are free from intimidation?

Organized terror groups thrive on intimidation, with headlines helping to back up their threats of reprisals for anyone who would interfere with their activities. A big part of the Hells Angels success is the ruthless promise of "taking care of business." This means a commitment to never let anyone get away with impeding their activity. If even one person is left ignored or unpunished then their business fails. In such matters, and if left unchecked, every citizen is simply a pawn that lives or dies at their whim. Society can not tolerate this attitude, nor permit an environment that supports it.

Jury trials can still work when dealing with individual criminals but not with organized crime. The organizations that come part and parcel with some individual criminals are far more problematic than the pawns they sacrifice. It is the organization that is the root of all fears.

Long after an individual is squeezed between the pipes the organization can busy itself "taking care of business" to ensure any one of the twelve jurors is made an example for the rest of society. If they don't hesitate to kill correctional officers they won't hesitate to intimidate or eliminate a stock broker, store merchant or homemaker.

Society can no longer afford the luxury of juries in terrorist or trauma trial situations. It is time to re-think the entire process, get back to basics and really think about how much we are willing to sacrifice to prop up an almost 800 year tradition.

(Sourced: Feb 2006, Blue Line Magazine)



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A CLEAR COMMUNITY CONNECTION

A history of protecting the dispossessed

Blue Line Magazine is pleased to select the Amherstburg Police Service as the 2016 winner of Canada's Best Dressed Police Vehicle Award. The design was described by the judges as not only memorable but breathtaking.

The Amherstburg police vehicle was selected for a look and style appropriate to the community's heritage and history, improved lighting and innovative prisoner transport but its unique design carried the most weight.

Incorporating a line of red-coats at the ready, it clearly shows the service respects the history of its region. The area was a community of refuge for dislocated families during the troubling periods between 1790 and 1830. Loyalists fleeing retribution after the American Revolution, First Nations peoples dispossessed of their lands by encroaching settlers and runaway slaves escaping the oppression of southern landowners. They all found protection under the thin red line of British and Canadian soldiers guarding this famous frontier.

A community of refuge

Amherstburg, nestled along the shores of Lake Erie and the Detroit River, is one of the oldest settlements in South Western Ontario. Located in Essex County, the most southern region in Canada, and just 20 kilometres from the international border, Amherstburg is home to more than 20,000 people.

The town, steeped in historic charm with its waterfront setting and regional location, offers a world of opportunities for its growing

population. Its century old buildings share the streetscape with modern architectural structures, linking the past with the present, combining small town charm and great hospitality.

The town, dockyard and the original Fort Amherstburg, constructed in 1796, guarded the Detroit River and played a strategic role in the defense and development of Upper Canada. The fort was burned by the British when they were forced to retreat in 1813. Americans occupied it from October 1813 until July 1815 when the British regained control. Its replacement, Fort Malden, was built in 1838 and played a pivotal role in the British defense during the Upper Canada Rebellion. Today, Fort Malden is a living monument to the region and its past.

Design

The War of 1812 bicentennial celebrations in 2012 prompted the service to pay tribute to the past in the graphic design of its new police cruisers. The red clad, musket carrying British soldiers who regained control of the area from the Americans in 1815 are a recognizable symbol of the war and the history of the town. This symbol anchors the new design.

"We are continually trying to optimize the functionality and the appearance of our fleet," says Amherstburg police chief Tim Berthiaume. "When looking for a new design it was only natural for us to look to our past."

The service motto, "People Just Like You" is displayed on the front fender to emphasize the shared human connection. Too often police officers are viewed as just a uniform and

badge, not as human beings with families just like everyone else.

Amherstburg is a small service, with only five patrol vehicles and one supervisor vehicle, so it was important to both be visible in the community while not standing out too much on the highway when doing traffic enforcement. A two-tone blue and white colour scheme was used. This was achieved by ordering blue Dodge Chargers and using white decals on the door panels.

The blue hood, roof and A-pillar appear, from a distance, to be a common dark coloured vehicle. The colour conceals the front push bar. The roof light bar is also low profile to reduce its visibility when not in operation.

The white door panels offer a contrast to the blue, allowing a clean backdrop for the British soldier image. The bold lettering of "POLICE" makes the vehicle unmistakable for anything else.

High visibility is also a consideration. The bold "POLICE" lettering on the door panels, "AMHERSTBURG" and the police crest, "9-1-1" and the Canadian flag logos are all reflective, as are the markings on the rear bumper.

There are high intensity LED red and blue lights in the low profile light bar, front grill, rear window and taillights, and strobes in the headlights.

Social media connection

In today's connected society, it's important to use patrol vehicles as moving billboards to inform the public to contact/follow a police service on social networking sites such as

Twitter and Facebook. 9-1-1 and Crimestoppers are also advertised on the Amherstburg patrol vehicles.

Prisoner transport

The days of large vehicles such as the Ford Crown Victoria are coming to an end. With interior space becoming more confined, it is important to properly use the space that is available. Patrol vehicle in Amherstburg are also used to transport prisoners so a rear cage is required. Installing a cage into the rear seat reduces the interior space significantly, resulting in less useable space for the officer.

To alleviate this issue, the service has begun using a half-cage. This allows a prisoner

to be isolated in a secure area of the rear seat while still allowing a full range of driver's seat adjustment. This also permits duty bags and other items to be secured in the other portion of the rear seat rather than trying to find space in a trunk already full of tools for the job.

Supervisory backup

Versatility is the biggest advantage to the new supervisor vehicle. Policing a rural area, especially during the winter months, means accessibility can be challenging at times. In the past officers had to use unmarked vehicles to drive through deep snow or off-road areas. Marked vehicles could not drive on this terrain but the new Ford F150 4x4 pick-up truck can.

Now officers can easily access rural areas and traverse deep snow while still maintaining a visible police presence in a marked vehicle equipped with full emergency lights.

The bed of the truck allows for easy transportation of seized or found property such as bicycles too large to fit in the trunk of a patrol car. The service previously had to rely on town work trucks to move larger items.

Story compiled with files submitted by Dave Brown, Blue Line Staff writer, Morley Lymburner, Blue Line Group Publisher and Amherstburg Community Services Officer Steve Owen.

Canada's Best Dressed Police Vehicles

Blue Line Magazine has been recognizing creativity, visibility and community identity in the design of Canadian police vehicles since 2005 through our annual Best Dressed 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.

Graphic designs are ever evolving but one area we focus on every year is officer safety. As police cars get smaller and light-bars more aerodynamic, we especially look for essentials such as clear identification, graphic designs that enhance visibility, design elements that show directionality of travel and effective integration of equipment and controls.

Submit nominations to bestdressed@blueline.ca by October 31.

Finalists are selected by a panel of editors at Blue Line Magazine and recognized vehicle enthusiasts. They are judged on a scale that awards points for creativity, visibility, readability, ergonomics, equipment integration and community identity.

We announce the winners each January in conjunction with our police vehicles issue. There are four different best dressed categories: Police vehicle, law enforcement vehicle, crime prevention/community relations vehicle and special service vehicle.

Winners reflect the incredible diversity and resourcefulness of Canadian police and law enforcement agencies and the creativity of civilians and companies who support them.

JUDGES

- Dave Brown - Chief Judge - Blue Line Automotive Columnist
- Morley Lymburner - Group Publisher - Blue Line Magazine
- Cam Woolley - CTV News and Crime Reporter
- Dave Wilson - Investigator - Ontario Motor Vehicle Industry Council
- Mark Reesor - Senior Editor - Blue Line Magazine



London Police Service

The city of London was incorporated in January 1855 and the London Police Force was formed one month later. As the city grew to its present population of 360,000, the police grew with it, expanding from an original complement of eight constables to a present staff of 593 sworn officers, 194 civilians and 22 cadets.

The design of marked police cars has changed considerably over the years. By 1992, London police moved from a traditional blue car with white doors to an all white car with a simple blue over red stripe. In the early 2000s, the service updated the design so the two coloured stripes intertwined. In 2007, it added its new motto to the front *Facta Non Verba* (Deeds, Not Words).

The design did not fit comfortably with the more aerodynamic flow of the 2011 Dodge Charger. The intertwined stripes directly over the wheel wells seemed particularly jarring. The service approached Arctal Graphics of London with the rough



sketch of a possible new design and started the process. Ideas flowed back and forth until two packages were hammered out and presented to senior management.

With their approval, the current look was born. It has been adapted onto patrol vehicles, SUVs and large special service trucks, establishing a consistent theme for the London Police Service.

The design has elements of a bird of prey, with its “beak” exactly matching the shape of the new Dodge Charger headlights, sweeping backwards into a flow of striping. This gives

the entire design a strong sense of directionality, one of the elements that we look for in our Best Dressed Contest. The ability to quickly discern the direction a vehicle is traveling, night or day, is an important element in officer safety. Instead of bumping in to the wheel wells like the old design, the stripes flow around them, giving an almost Italian sports car flow to the lines.

The innovative design uses the latest in 3M reflective technology to effectively mirror the natural contours of the new Dodge Charger.



Prince Edward Island Sheriff Services

The PEI Sheriff Services are responsible for providing a safe environment in and around the province’s courts. Duties include court security, inmate and jury management, fine and writ collection and process work.

PEI Sheriff Services also enforce all family maintenance enforcement orders across the island, including serving papers and arrest warrants. It is tasked with seizing property,



carrying out evictions and transporting people in custody.

We previously recognized the agency for its innovative design. The new 2015 layout was done in partnership with Auto Trip Design of Summerside, PEI. We especially liked the distinctiveness of the “Sheriff” labeling on the previous design, and the newest version

continues this with a very effective lettering outline plus a new graduated coloring to the letters. The striping again follows the natural side scoop of the Dodge Charger bodyline. PEI Sheriffs have always had a strong and proud agency identity and we were particularly impressed how a quick glance immediately shows who they are and where they are from.



CFSEU

Combined Forces Special Enforcement Unit

Crime prevention vehicles are an important part of public relations. They serve as fun and interesting billboards for police agencies, and there is nothing that warms us more than to see once-expensive cars seized from drug dealers and repurposed into helping the community.

The Combined Forces Special Enforcement Unit of British Columbia (CFSEU-BC) is the provinces' integrated anti-gang police agency. The hybrid unit has approximately 400 officers and civilian staff from 14 law enforcement agencies. Its mandate is focused on gang and organized crime in BC and it's the second police agency in the province (Abbotsford was the first) to be approved for vehicle grants by the province's civil forfeiture office.

This 2009 BMW X5, seized from a drug dealer by the RCMP and ultimately forfeited, was received in 2014 and has been used for media events, community presentations and as a tool to connect with youth and communities



across British Columbia.

As an integral part of the agency's End Gang Life gang prevention and education initiative (www.endganglife.ca), the vehicle has been taken to more than 100 events in dozens of communities across the province. It was featured in both the 2014 Vancouver Pride and Surrey Vaisakhi parades which, combined, attracted more than 1,000,000 spectators. It is considered a critical component of ongoing efforts to connect with youth and communities.

In early 2015 the vehicle was outfitted with a full complement of emergency equipment, including LED lighting and sirens, making it the first, and only, BMW "police

car" in British Columbia. It has also been outfitted with in-grill, under mounted and interior display LED lighting. A solar panel on the roof powers a second battery, allowing the LED lighting to be left running when the vehicle is not.

The overall design exactly appeals to its target audience, with a modern look that is still professional without any hint of "ransom note." It basically reminds viewers that police are still the world's biggest street gang. It's fun to imagine the look on the face of the previous owner when he sees it drive past his jail cell!



RCMP
Mission, BC

The Mission, BC Detachment of the RCMP is responsible for policing several forest service roads, trails and areas known as the "mudflats." Historically the Mounties used 4x4 police trucks to access these remote areas.

With the advancements in performance and durability of utility terrain vehicles (UTVs), the Mission RCMP chose the all-new law enforcement package offered for the 2015 Can-Am Commander Max XT 1000r.

In keeping with the matte black colour scheme, black reflective decals were added along with a discreet emergency lighting package. This "stealth" look also makes the



vehicle more attractive when interacting with youth at community events.

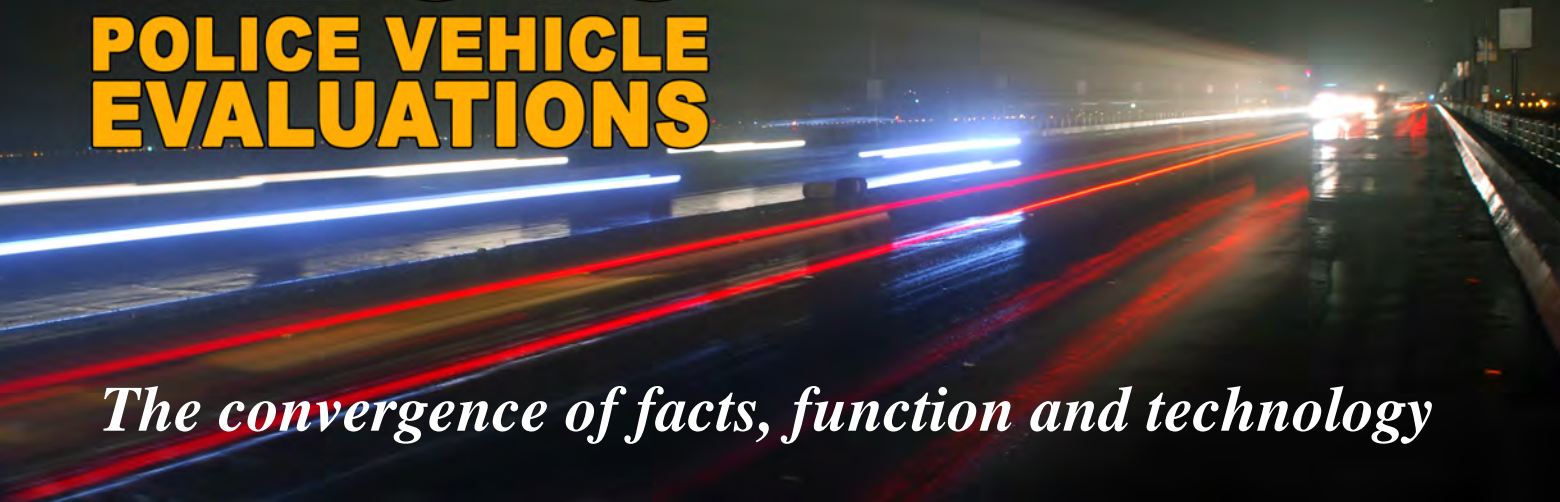
The 4-seater UTV allows officers to transport Fire/Paramedics and other emergency personnel quickly to remote areas inaccessible by truck or car. The Commander Max was outfitted with a secure electronic release long gun rack, off-road lights, Pro Armor doors, after market bumpers, 5,000 pound winch and police radio with a mobile repeater.

The very unique colouring and striping of the UTV allows it to blend very effectively into its environment when needed, and the integrated Whelen LED light package allows it to stand out when required. Designers even found a spot on a lower rear panel for a small stealth RCMP logo outlining a Musical Ride horse and rider, a nod to a distinctly Canadian agency with a very proud history.



2016

POLICE VEHICLE EVALUATIONS



The convergence of facts, function and technology

by *Dave Brown*

There is a fight happening on the streets. Thankfully, it doesn't involve weapons or drugs. This battle is over market share.

Ford, Dodge and General Motors are dropping their gloves and going head-to-head (to head) for the police car market in 2016. Gone are the years when one make and model the Ford Crown Victoria dominated, owning more than 70 per cent of North American police car sales. After a wave of nostalgia upon its disappearance and a few growing pains among its replacements, nearly everyone has completely forgotten the Crown Vic. Newer, faster and more capable police vehicles have taken over.

Ford replaced its aging gas-guzzler with two new vehicles, both based on the same Ford Taurus platform: the Police Interceptor Sedan, based on the Taurus, and the Police Interceptor Utility, based on the new Ford Explorer. In addition to the base front-wheel-drive sedan with normally aspirated 3.5-litre V6, both sedan and utility are offered in all-wheel-drive (AWD) with a choice of 3.7-litre V6 or 3.5-litre twin turbocharged Ecoboost V6.

With 97 per cent of all Ford Police Interceptors sold in North America being AWD, Chevrolet now marketing its four-wheel-drive Tahoe as a fully rated police pursuit vehicle and Dodge rolling out a powerful 370 HP 5.7-litre Hemi-engine Charger in an AWD version, one could say that 2016 will truly be the battle of the all-wheel-drives.

Comprehensive performance, handling and braking tests conducted by both Michigan State Police and the LA County Sheriff show that AWD vehicles perform just as well as their rear-wheel-drive or front-wheel-drive counterparts in nearly every parameter of testing, even with their extra weight. Their

handling advantages under any conditions will be immediately obvious to officers behind the wheel, and greater maintenance needs may be offset by a higher disposal value on the used market.

Dodge is not sitting still either. A complete redesign of the Dodge Charger in 2011 solved a lot of previous visibility concerns, and there is no question that the Charger still has an enormous presence on the highways, at least in looks if not actual numbers.

Early Chargers suffered from a few mechanical issues and premature brake problems which were solved early on. For 2016, Dodge has improved the braking even more, adding additional cooling vanes inside the disks for better cooling. This has resulted in the shortest stopping distances of any police car ever tested. Based on our own testing, we defy anyone to be able to find the limits of braking on the 2016 Charger on their first few tries.

Dodge made tentative forays into the AWD market with the forgettable Dodge Magnum many years ago. It has now come back with a vengeance for 2016 with a fast and aggressive-looking 5.7-litre, Hemi-engined all-wheel-drive Charger.

At 17 per cent of the market for 2015 (down from a high of 43 per cent in 2013), the Charger is still considered one of the roomiest to spend a shift in, second only to the big Chevrolet Tahoe.

For 2016, Dodge cleaned up the interior and added substantially more shoulder room by moving the optional laptop, its swivel mount and much of the console gear into the trunk. Instead of the laptop taking up valuable console space, creating a distraction and making it almost impossible for an officer to bail across the console area in an emergency, Dodge enlarged its in-dash Uconnect screen

to 12.1 inches and fixed a keyboard to the centre console.

The new screen controls everything an officer would use, including light bar, siren, camera, cell phone and anything else an agency chooses to program into the system. The centre console area is now clean, flat and reinforced, ready for upfitters to install custom equipment and additional gear as required.

Chevrolet doesn't seem intimidated by its competitors' advances. It is still aggressively holding on to a 16 per cent market share with the very popular and roomy Tahoe Pursuit 9C1. In 2015, the four-wheel-drive version was first tested as a full Police Package vehicle and Chevrolet continues to offer the Tahoe in both a rear-wheel-drive and four-wheel-drive (4WD) platform for 2016.

Unlike the Dodge or Ford AWD systems, the Chevrolet is true 4WD. One can drive in 2WD for good mileage and switch to Automatic 4WD (AUTO 4WD) in variable conditions. In this setting, similar to on-demand AWD systems, it can divert torque to the other axle when it detects slippage. Unlike the Dodge or Ford, in A4WD, the transfer case always keeps five per cent of the torque flowing to the front axle when engaged. This adds stability on slightly slippery or mixed surfaces. More torque can be automatically portioned to the front axle as additional slippage is detected.

The Tahoe's Autotrac system can also be switched to a 4WD Hi setting that 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 systems, officers can switch back and forth between 2WD, AUTO 4WD and 4WD Hi at any speed.

The Chevrolet Impala will continue to

be built, at least up to 2016. Fast, nimble and thrifty, it never really caught on and its lack of shoulder and elbow room up front have relegated it to report car, plainclothes unit or single officer duties in many agencies.

Chevrolet also markets a version of the Australian-built Caprice in the US as the last of the big V8 rear-wheel-drive sedans. When it first came out, we had enormous hope for this car. Oh, did we have hope! But suspiciously Chevrolet never let us drive the Caprice. Then they announced it would not be sold in Canada.

Now General Motors, Chevrolet's parent company, has announced that GM Holden, the corporation's Australian division that builds the Caprice PPV for the North American market, would cease production of all vehicles by 2018. With only 718 Caprices sold last year up to June 2015 and an overall market share of only two per cent, the Caprice will probably die a quiet death after 2017.

Quite frankly, we are not sorry to see it go. While initially disappointed that it wouldn't be sold in Canada, its dated design just could not keep up with advances in the modern police car market.

These are just not my dad's police car anymore. We won't miss them either. The modern police car is faster, safer and can outhandle

many cars once considered "supercars." Chevrolet even builds a 4WD police vehicle that can carry four officers, all their gear and a Smart car in the back as a spare and STILL beat most vehicles to 100 MPH.

Every year, Ford continues to surprise with innovation and steady improvement, much of it based on consultations with a rotating police advisory board. What we once thought were stopgap vehicles on an economy car chassis evolved into one of the most innovative police vehicles on the market.

Dodge continues to improve the Charger, making it one of the best places to spend an entire shift. Plus, while we at Blue Line think that the Ford sedan, especially with the front push bumper, is the nicest looking police car on the market, the Charger is still the most aggressive-looking police car on the planet.

With a new crop of police vehicles poised to hit the streets of Canada in 2016, we don't think a single officer will fondly remember that old, slow and thirsty Crown Victoria.

Michigan State Police Yearly Vehicle Tests

Every fall the Michigan State Police, 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.

We painstakingly compile our report on police vehicle tests every year from a variety of sources: LA County Sheriff test figures, manufacturers' data and media releases, the Michigan State Police (MSP) preliminary results on their web site at www.michigan.gov/msp and our own experience behind the wheel. Final figures and a summary of all test results is usually published by the MSP in February.

Vehicles

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

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- Fifteen vehicles were submitted to the NIJ in the police-package category for 2016:
- 2016 Chevrolet Caprice with the 3.6-litre V6;
 - 2016 Chevrolet Caprice with the 6.0-litre V8;
 - 2016 Chevrolet Impala 9C1 with the 3.6-litre V6;
 - 2016 Chevrolet Tahoe PPV with the 5.3-litre V8;
 - 2016 Chevrolet Tahoe 4WD PPV with the 5.3-litre V8;
 - 2016 Dodge Charger with the 3.6-litre V6 and standard 2.62:1 axle ratio;
 - 2016 Dodge Charger with the 3.6-litre V6 and optional 3.08:1 axle ratio;
 - 2016 Dodge Charger with the 5.7-litre V8 and standard 2.62:1 axle ratio;
 - 2016 Dodge Charger AWD with the 5.7-litre V8 and standard 3.08:1 axle ratio;
 - 2016 Ford Police Interceptor Sedan FWD with the 2.0-litre turbocharged V6;
 - 2016 Ford Police Interceptor Sedan FWD with the 3.5-litre V6;
 - 2016 Ford Police Interceptor Sedan AWD with the 3.7-litre V6;
 - 2016 Ford Police Interceptor Sedan AWD with the twin turbocharged 3.5-litre V6;
 - 2016 Ford Police Interceptor Utility AWD with the 3.7-litre V6;
 - 2016 Ford Police Interceptor Utility AWD with the twin turbocharged 3.5-litre V6.

Here is the lineup of PPVs that will be available for sale in Canada for 2016 (with preliminary figures from the 2016 Michigan State Police vehicle tests, and additional comments and research from *Blue Line Magazine*.)

Chevrolet



Chevrolet offers two sedans and two versions of its full-size SUV as in the U.S., and one sedan (Chevrolet Impala) and two versions of the Tahoe SUV in Canada.

Chevrolet has always been wizards at handling and understands balance and suspension more than most. It was the first company to test a full-size SUV as a fully-rated police pursuit vehicle, and the first to do the same ten years later with a 4WD version of the same truck.

Even though its made for extreme conditions, the full size Tahoe equals or betters the gas mileage of all the other all-wheel-drive police cars on the market, despite its size and the fact



that its selectable 4WD system is more complex and much more versatile than the on-demand AWD systems in both the Dodge and Ford.

New for 2016 is a special mode in the stability control system that can recognize aggressive driving. When continuous high performance driving is required in either 2WD or AUTO 4WD, the stability control system automatically enters a "competition mode." When engaged, a message appears in the driver information system and the traction control and StabiliTrak lights illuminate. Once the officer stops driving aggressively for two minutes or puts the vehicle in park, the competition mode automatically disengages.

Dodge



The biggest challenge for Dodge in 2016 was ditching the front seat laptop. The Los Angeles Police Department in particular was dealing with distraction problems and front seat room in its two-officer units, and went to Dodge looking for a solution.

The result is a completely new touchscreen in the Charger Pursuit that frees up critical space and includes an interface that allows officers to quickly toggle between vehicle controls without taking their eyes off the road. Auxiliary controls on the steering wheel can easily be remapped to aftermarket accessories.

The 2016 Charger Pursuit comes with either a 292-hp 3.6-liter V-6 or a 370-hp Hemi V-8 in rear-wheel-drive and a 5.7-litre Hemi in AWD. Rear wheel drive models are available in two axle ratios.

The suspension and braking systems have been further reinforced for 2016 and a new electric steering system adds more feel to the controls. With help from Fiat (who also owns Ferrari) a new front end styling includes a new grille, LED turn signals, projector beam headlights and LED daytime running lights.

Specially reinforced and sculpted seats and a shifter relocated to the steering column free up even more space on the inside, and a rear backup camera and parking proximity sensors enhance rearward visibility.

Ford



The Police Interceptor Utility starts off 2016 at the top of the sales heap for the third year in a row. In fact, based on 2015 sales to June, Ford sold more Utility SUVs than all police cars from Dodge and Chevrolet combined. It outsells the Ford Sedan by almost three-to-one.

Ford changed the look of the Utility for 2016 to give it a more truck-like look and added several features requested by the police advisory board, which is made up of police administrators, officers and fleet managers.

In addition to the new front and rear design, new headlights, new instrument panel and enhanced electrical system, Ford also added a rear liftgate release switch accessible from the front seats that allows the rear liftgate to unlock for 45 seconds. If not accessed within that time, it relocks automatically. To

Ford P. I. Sedan



improve rearward visibility, Ford now includes a standard backup camera that can feed images to a screen in the center stack or optionally to the rear view mirror.

Officer safety features include Level-III ballistics shields in the front door, front doors tethered to prevent them opening more than 50 degrees even if kicked, and rear doors that open an inviting 90 degrees. A rear-mounted proximity sensor detects anyone sneaking up from the rear, warns the driver, raises the driver's window and locks all doors.

Engine options for the Utility include a 3.7-liter V-6 producing 304 hp and 279 lb.-ft. of torque, and an optional 3.5-liter

V-6 EcoBoost that produces 365 hp and 350 lb.-ft. of torque. All-wheel-drive is standard on the Utility.

The 2016 Sedan shares many features of the Utility and Ford has even taken a version of the front-wheel-drive sedan with the 2.0-litre turbocharged V6 previously tested under the special service category, and upgraded it to full pursuit status for 2016. With the slowest acceleration and the lowest top end of any police vehicle in the past seven years, "pursuit" may be more of a dream than an expectation, but its 30 MPG highway numbers should appeal to the most penny-pinching of chiefs.

Even with the additional front-wheel-drive

sedan rated as a full police package vehicle, 97 per cent of all Ford police sales are all-wheel-drive. All models are also paired with a six-speed automatic transmission that features a pursuit mode specially programmed for law enforcement use. It automatically switches from fuel-saving to pursuit mode when it detects aggressive driving based on brake pressure, longitudinal deceleration and lateral acceleration. It automatically changes shift patterns for firmer shifts, and rumours are that it is even programmed to allow reverse J-turns in pursuit mode. The enhanced stability control and traction control systems in most modern police cars prevent such maneuvers.



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Fuel Economy

EPA Mileage (miles/gallon)	Dodge Charger 3.6-litre V6 RWD 2.62:1	Dodge Charger 3.6-litre V6 RWD 3.08:1	Chevrolet Tahoe 5.3-litre V8 4WD	Dodge Charger 5.7-litre V8 RWD 2.62:1	Dodge Charger 5.7-litre V8 AWD 3.08:1	Ford PI Sedan 3.5-litre V6 FWD	Ford PI Sedan 3.7-litre V6 AWD	Ford PI Sedan 3.5-litre V6 Ecoboost AWD	Ford PI Sedan 3.0-litre V6 Ecoboost FWD	Ford PI Utility 3.7-litre V6 AWD	Ford PI Sedan 3.5-litre V6 Ecoboost AWD	Chevrolet Impala 3.6-litre V6	Chevrolet Tahoe 5.3-litre V8 RWD	Chevrolet Tahoe 5.3-litre V8 4WD
City	18	18	16	16	15	18	18	16	20	15	15	17	16	16
Highway	26	26	22	25	23	26	25	23	30	20	20	28	23	22

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. Chevrolet determined that the lower control arm in the suspension 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.

General Motors is recalling 7,600 2011-2013 Chevrolet Caprice police vehicles to fix a seat belt issue. Flexible steel cables that connect seat belts to the vehicle at the outside of the driver seat may be bent from being sat upon while entering the vehicle. Over time, repeated bending may break the cable. GM dealers will replace the seat belt tensioner assembly, which includes the steel cable, to reposition the tensioner cable out of the path of entry into the vehicle.

They are also recalling 7,600 2011-2013 Chevrolet Caprice police vehicles for a problem with the gear shifter that could allow the car to roll away while in park. Vehicles can be shifted out of park without a foot on the brake pedal. Drivers also may have difficulty shifting between gears, and may be able to move the shift lever between gears without pressing the shift lever lock button. The ignition key can be removed without the transmission being in park, potentially allowing it to roll away.

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 centre 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 Motor Co. is recalling 213,000 2011-2013 Ford Explorer and Police Interceptor Utility vehicles in North America so dealers can address a potential interior door handle problem. If the spring that controls the interior door handles is unseated, the door may become unlatched in a side-impact crash, increasing the risk of injury. Ford noted, however, the company isn't aware of any accidents or injuries related to this condition.

The Tests

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

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

THE RESULTS

Vehicle Dynamics Testing

The objective of the vehicle dynamics testing 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.

Vehicle Dynamics

Overall average lap times

	Dodge Charger 5.7-litre V8 RWD 2.62:1	Dodge Charger 5.7-litre V8 AWD 3.08:1	Dodge Charger 3.6-litre V6 RWD 2.62:1	Dodge Charger 3.6-litre V6 RWD 3.08:1
	1.36.67	1.36.12	1.38.25	1.38.59
	Ford PI Sedan 3.5-litre V6 Ecoboost AWD	Ford PI Sedan 2.0-litre V6 Ecoboost FWD	Ford PI Utility 3.7-litre V6 AWD	Ford PI Sedan 3.5-litre V6 Ecoboost AWD
	1.35.66	1.42.79	1.40.64	1.38.36
	Ford PI Sedan 3.5-litre V6 FWD	Ford PI Sedan 3.7-litre V6 AWD	Chevrolet Impala 3.6-litre V6	Chevrolet Tahoe 5.3-litre V8 4WD
	1.38.55	1.38.10	1.41.99	1.41.19

Vehicle Dynamics

Acceleration

	Dodge Charger 5.7-litre V8 RWD 2.62:1	Dodge Charger 5.7-litre V8 AWD 3.08:1	Dodge Charger 3.6-litre V6 RWD 2.62:1	Dodge Charger 3.6-litre V6 RWD 3.08:1	
	6.48	6.27	8.04	8.26	
	9.93	10.37	12.90	13.19	
	15.55	15.48	20.65	21.10	
	150	150	141	142	
	Ford PI Sedan 3.5-litre V6 Ecoboost AWD	Ford PI Sedan 2.0-litre V6 Ecoboost FWD	Ford PI Utility 3.7-litre V6 AWD	Ford PI Sedan 3.5-litre V6 Ecoboost AWD	
	6.17	8.56	8.34	6.63	
	9.64	13.83	13.43	10.67	
	14.58	21.86	21.65	16.66	
	150	121	132	132	
	Ford PI Sedan 3.5-litre V6 FWD	Ford PI Sedan 3.7-litre V6 AWD	Chevrolet Impala 3.6-litre V6	Chevrolet Tahoe 5.3-litre V8 RWD	Chevrolet Tahoe 5.3-litre V8 4WD
	7.83	7.58	7.81	7.94	8.22
	12.79	12.25	12.54	13.03	13.70
	19.79	19.15	19.45	19.78	20.70
	132	132	150	137	121

Vehicle Dynamics
Braking

	Dodge Charger 3.6-litre V6 RWD 2.62:1	Dodge Charger 3.6-litre V6 RWD 3.08:1	Dodge Charger 5.7-litre V8 RWD 2.62:1	Dodge Charger 5.7-litre V8 AWD 3.08:1
Average deceleration rate (ft/sec ²)	30.96	30.83	30.78	30.12
Projected stopping distance from 60 mph (feet)	125.1	125.6	125.8	128.6

	Ford PI Sedan 3.5-litre V6 Ecoboost AWD	Ford PI Sedan 2.0-litre V6 Ecoboost FWD	Ford PI Utility 3.7-litre V6 AWD	Ford PI Sedan 3.5-litre V6 Ecoboost AWD
Average deceleration rate (ft/sec ²)	29.35	28.75	30.04	28.38
Projected stopping distance from 60 mph (feet)	131.9	134.7	128.9	131.8

	Ford PI Sedan 3.5-litre V6 FWD	Ford PI Sedan 3.7-litre V6 AWD	Chevrolet Impala 3.6-litre V6	Chevrolet Tahoe 5.3-litre V8 RWD	Chevrolet Tahoe 5.3-litre V8 4WD
Average deceleration rate (ft/sec ²)	29.41	28.94	28.50	28.59	28.56
Projected stopping distance from 60 mph (feet)	131.7	133.8	135.9	135.4	135.6

LAP TIMES

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 mph, 80 mph and 100 mph, and to record the top speed achieved within a distance of 14 miles from a standing start.

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

Braking

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

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

Ergonomics

The objectives of the ergonomics and communications test 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 in installing this equipment.

A minimum of four officers independently evaluate each vehicle on comfort and instrumentation. Michigan State Police Communications Division personnel then evaluate each vehicle on the ease of equip-

Ergonomics Test Scores

Chevrolet Impala	Chevrolet Tahoe	Dodge Charger	Ford Sedan	Ford Utility
210.10	239.86	228.46	208.69	220.72

ment 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. (2015 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 US miles per gallon.

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TO CHARGE AND SERVE

No electric vehicle fleets any time soon

by Dave Brown

The Los Angeles Police Department has announced it is acquiring two plug-in electric cars as test platforms. The BMW i3 and Tesla Model S, both on loan from their manufacturers, will be used for research and public relations, outfitted in LAPD colours and fully equipped with a light bar and siren package.

Electric cars are wonderful. They save the environment. All your friends and neighbours should drive one, but will you be driving one as a regular patrol cruiser anytime in the next 20 years? Not likely.

They are admittedly trendy, especially in image-conscious places like California (and one presumes, plug-in stations will soon start popping up around Parliament Hill.) Battery technology is improving every year. However, there needs to be a massive revolution in plug-in technology before they are suitable for daily patrol. Here's why.

Get used to waiting (and waiting)

Electric cars work best for owners who drive 100 kilometers or less a day and then plug them in at night. This is exactly opposite to what police agencies require. Once the

batteries are depleted, it will be a minimum of three hours for just a quick top-up charge assuming you make it back to a 220-volt plug-in station and at least 14 hours for a full charge if plugged in to a regular 110-volt home outlet.

"Supercharger" stations, which can push out 400 volts and charge to 80 per cent capacity in less than 30 minutes, are starting to pop up in the US, but as any owner of a laptop with lithium batteries knows, 80 per cent charge does not translate to 80 per cent range. If anyone thinks these new 400-volt charging stations are the answer, put four washrooms in a police station of 100 people and invite everyone to use them for 30 minutes. See what happens.

One common figure touted by manufacturers is the return on investment, or the number of kilometers it will take to pay for the higher cost of acquisition. This doesn't apply to police. Before any other cost is factored in, an agency will need a third more cars just to allow for down time while charging.

Get used to walking

Some of the newer electrics can travel as many as 300 kilometers before they need recharging. With better batteries and future technology advancements, that range might

even double in a few years, but that figure is always best case. Do a couple of high-speed calls, sit at an accident scene for a few hours with heaters, radios, and lights in the winter, and that theoretical range drops dramatically.

When your batteries drop below 10 per cent, you are finished for the night. One doesn't pull into a gas station and top up; you are due for at least a six-hour wait at a 220-volt station.

The cost of battery replacement

The manufacturers like to skip over issues like projected battery life and cost of replacement battery packs. Consider that the batteries can be as much as half the cost of the vehicle, so a replacement pack is going to run \$15,000 minimum and likely much more than that. With heavy use, this replacement will have to be done every three to five years.

Lest you think the costs of battery replacements don't have to be factored in to police purchases because the vehicle will be traded in long before the packs are depleted, consider two issues. One, battery life progressively deteriorates from the moment of manufacture. This means that a three-year-old vehicle might produce less than one-third its original range.

Second, a three-year-old electric car is

almost worthless. New owners will be faced with an almost immediate five-figure cost. The costs must still be figured into the depreciation regardless of whether an agency replaces the battery packs.

If your department is lucky enough to be able to afford a \$90,000 Tesla Model S, replacement battery packs are projected to be well over \$20,000, and that is assuming new battery plants and improvements in technology can significantly reduce the future costs. Constant use day and night and continual draining of the packs to their minimum will significantly reduce battery pack life.

Electric cars are not that clean

Electric energy may cost less per kilometer than gasoline but there is always a cost and not every cost can be easily calculated. Everyone talks about how clean the electric car is, but just because it doesn't have tailpipe emissions doesn't mean it is not harming someone. Many US states still generate some of their electricity through coal-burning plants. In fact, most of California's electrical energy is imported from neighbouring states so one could suggest that if you factor in the environmental cost of burning coal and the physical cost in human lives to mine it, Californians are shortening the lives of their neighbours just so they can drive plug-in electric cars.

Wind turbines don't always deliver everything they promise either. Using conservative



numbers, one wind turbine can generate only enough electricity to recharge about 1,700 electric police cars in a year.

Electric cars are not that fast

Sure they have a lot of torque and that does get them rolling quickly. Gasoline engines generate their greatest torque between 2,500 to 4,000 RPM. Electric motors generate their greatest torque at 0 RPM. This is why some electrics have such insanely fast acceleration numbers, but just because you can accelerate to 180 KPH quickly doesn't mean you can stay there very long. Once air resistance begins to take hold, electric motors do not last long at speed and will suck up battery juice at a prodigious rate. Both motors and batteries overheat quickly at top speeds.

In real world conditions, you better hope that a pursuit is resolved or terminated within

10 minutes because that's about all you are going to get, and that's on a fresh charge.

An electric glimmer at the end of the tunnel

For the agencies that feel they must plug into something, hybrid technology and the new plug-in hybrid cars show much more promise, at least until there is a serious revolution in battery technology. The cross-over, gasoline engine charging batteries as you patrol, is a light at the end of a dim tunnel. They have much of the torque of plug-in electrics and won't leave you stranded at the side of the road or waiting in line for the charging station.

Another plus for police is that they are now available in a respectably sized SUV. Slap a green sticker on the side and listen to your citizens sigh.

So, without even touching on the greater cost of repairs and the potential hazard of all that amperage sitting there after a bad traffic accident, I am predicting full electric cars will not be ready to patrol our streets for decades. Saving the environment for future generations is a laudable goal, and plug-in electric cars are wonderful tools for special service vehicles, parking in front of high schools or driving in parades. They just don't belong on patrol.

Ask me again in 20 years.

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.

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Los Angeles announces first electric police fleet

LOS ANGELES — Los Angeles Mayor Eric Garcetti announced in September a commitment to lease 160 pure battery electric vehicles (EVs), a move that will give Los Angeles the largest city-owned pure EV fleet in America.

The program commits city departments to the leasing of pure battery electric vehicles (BEVs) and plug-in hybrid electric vehicles (PHEVs) to replace aging city vehicles including those with conventional internal combustion engines. The announcement came on the eve of the U.S.-China Climate Leaders Summit hosted in L.A. on Sept. 15-16.

The Los Angeles Police, Fire, General Services, and Water and Power departments will together lease the 160 BEVs. In addition, LADWP and the General Services Department will lease an additional 128 plug-in hybrid electric vehicles.

“Today, we take another step toward becoming the most sustainable city in America,” said Mayor Garcetti. “This year, Los Angeles will become home to the largest city-owned fleet of pure battery electric vehicles anywhere in the country, and we will save taxpayer dollars along the way.”

Mayor Garcetti last year issued the Sustainable City plan, (also known by an acronymic style name as the pLAN) a first-of-its-kind blueprint to make Los Angeles more sustainable and deliver environmental and economic benefits to the city. These leases will deliver on the plan’s commitment to ensure that 50 percent of the City’s annual light-duty vehicle purchases are EVs by 2017. This is

also a big step toward the plan’s longer-term target to have 80 percent of city vehicle fleet purchases be EVs by 2025.

In addition to the 288 new battery electric and plug-in hybrid vehicles, the LAPD is also being loaned a Tesla Model S P85D and a BMW i. These vehicles will be used for testing and research by LAPD technical experts to determine how this technology can support their future needs. The department has also already purchased 23 electric scooters and three electric motorcycles for use by patrol officers.

“The LAPD is proud to be among the law enforcement agencies leading the way to sustainability with the use of electric vehicles, and reducing our operating costs at the same time,” said LAPD Chief Charlie Beck.

One Hundred of the BEVs will be dedicated to the LAPD, making it the largest single departmental procurement to date. The BEVs will be used by detectives, investigators, and administrative employees. The LADWP will lease 44 BEVs and 113 of the PHEVs.

“EVs make environmental and economic sense to the City of Los Angeles, and LADWP is pleased to support the Mayor’s goal to have EVs become the majority of our fleet,” said LADWP General Manager Marcie Edwards.

“We already have 67 EVs in our motor pool, and will purchase even more to replace our older gasoline vehicles. LADWP’s motor pool also includes plug-in hybrid trucks, which are not only better for air quality but quieter and therefore, friendlier to the neighbourhoods we serve. We are proud to offer both a strong rebate to our customers who install EV charg-

ers through our Charge Up LA program and to expand the use of EVs in our own operations.”

The change in vehicle procurement policy will:

- Cut operating costs of the vehicles by an estimated 41% (\$0.21 per mile for EVs vs. \$0.37 per mile for conventional vehicles);
- Free up City budget dollars currently allocated to finance the purchase vehicles, so City departments can invest in key infrastructure upgrades;
- Reduce greenhouse gas emissions, the equivalent to planting over 20,000 trees, while lowering harmful smog forming pollutants like NOx and hydrocarbons.

This announcement also furthers LA.’s leadership on fighting climate change, and is an important climate action taken in advance of the U.S.-China Climate Leaders Summit. Mayor Garcetti has also led on climate change nationally as co-founder of the Mayors’ National Climate Action Agenda, which represents 29 mayors working together on key policies and actions. Globally, Mayor Garcetti serves on the C40 steering committee and is a signatory to the Compact of Mayors.

Mayor Garcetti released the Sustainable City pLAN on April 8, 2015, representing the most comprehensive such plan in the U.S. The plan sets targets to reduce greenhouse gas emissions by 80 per cent by 2050, increase local water supplies to 50 per cent by 2035, get DWP off of coal entirely by 2025, and reduce water use city-wide 20 per cent by 2017.

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Auto Crime

The new face of auto theft in Canada

by Bob Lucas

Henry Ford's mass production of the automobile transformed our way of life to a dependency greater than any addiction known to man. We now depend on transportation for easy access to the global market.

Mass production of vehicles led to both legitimate and illicit profits.

Technology to battle auto theft has evolved from a simple key operated ignition switch to the latest in cutting edge electronic controls and immobilizers. As demand and technology changed so did the innovative skills of those who profit from auto related crime. The criminal element is also aided by offshore manufacturers who market new devices and clone diagnostic equipment.

Typically, law enforcement follows on the heels of the criminal. Despite this, vehicle thefts have dropped dramatically. The conventional methods of stealing a vehicle have become obsolete due to advancements in technology and new legislation (after lobbying) forcing manufacturers to implement improved theft deterrents.

These statistics are artificial, however, because many vehicles are obtained through the commission of crimes such as fraud, which are not captured by current statistical coding from contributing police agencies. This is why the new face of auto theft is now referenced as auto crime.

Auto crime is not only domestic. It funds criminal enterprise and terrorist groups. Every vehicle has a value, whether it is a burned out pile of metal or a luxury limousine. Vehicles are the preferred form of international currency because, unlike large sums of money, they are not tracked.

A recent example of the continuing auto theft problem is the almost daily images of ISIS fighters travelling in long convoys of Toyotas. Auto crime has become more

sophisticated and involves higher end, more expensive vehicles. The monetary impact hasn't diminished and we are experiencing an increase in the percentage of vehicles not recovered due to international exportation.

On the domestic front we are now experiencing an increase in auto crime fueled by the strengthening American dollar, which has increased the theft and exportation of stolen vehicles to other countries. You can expect increased demand for late model Canadian used vehicles by American consumers, thanks to the increased purchasing power of their currency. This will result in a void that will be back filled by stolen vehicles with changed Vehicle Identification Numbers (VIN) to mask their true identities.

There are several different methods of obtaining a new identity for a stolen vehicle and all are orchestrated to represent the vehicle as legitimate. It takes a minimum of three years to train an investigator to become competent in auto crime investigations and vehicle identification. The unfortunate part of this is that in recent years a large number of police agencies have dismantled their auto crime investigation sections, thus losing expertise in this field.

Fortunately some Canadian police agencies have recognized that auto crime and theft is on the rise again and are making efforts to rebuild their expertise. Until this happens Canadians looking for a "good deal" will become vulnerable to re-VIN-ed vehicles entering the market. Buying outside a registered dealer will become a risky undertaking. Caveat Emptor ("let the buyer beware").

We cannot rely on technology to safeguard our vehicles. Fortunately, we have the tools and legislation to confront auto crime; we just need to train law enforcement again to meet the demands. The public also needs to be educated on how to become less vulnerable. Well-equipped and knowledgeable offenders target vehicles and are happy to wait until their

target is in suitable environment.

We have to continue our proactive approach to identify, arrest and prosecute offenders and pressure manufacturers to make their vehicles more difficult to steal. However, as history as shown, auto crime investigations are primarily reactive.

In April, 2011 Bill S-9, the *Tackling Auto Theft and Property Crime Act*, was enacted, providing Canadian law enforcement with four new offences for auto theft investigations and broadening the power of the Canadian Border Services Agency (CBSA). Distinct offences were created for the commission of a motor vehicle theft, VIN tampering, trafficking and possession for the purpose of trafficking in property obtained by crime. This now permits the CBSA to prevent the cross-border movement of property obtained by crime, including stolen vehicles.

Recently, auto crime investigation courses have resumed. This training is at an advanced level and prepares investigators to teach front line officers how to recognize a suspect vehicle obtained by crime and articulate the grounds to make a lawful seizure so it can be detained for follow-up investigation.

The Insurance Bureau of Canada (IBC), the National Insurance Crime Bureau (NICB) and the International Association of Auto Theft Investigators (IAATI) exist to assist auto crime investigators with resource data bases, continued training and investigative support.

The Ontario Motor Vehicle Industry Council (OMVIC) has partnered with the Canadian Police College (CPC) to present the *Specialized Vehicle Theft Investigative Techniques Course*, (SVTITC) supported by IBC, the OPP and the Ottawa, York and Peel police services.

Bob Lucas is an OMVIC investigator, and can be contacted at bob.lucas@omvic.on.ca



RAPPORT AND CRITICAL LISTENING

Forming a necessary bond in the interviewing process

by Gord MacKinnon

An investigative interview, whether conducted by police or someone else, can best be defined as a conversation with a purpose and a consequence. This is not a random social conversation but rather a structured interaction between interviewer and interviewee with a view to answering the question ‘What happened?’

The best source of information in any investigation is usually people, including the culprit, and their eyewitness descriptions of the events being investigated. Documents can provide evidence, video can graphically depict an incident, forensic analysis can yield clues as to who attended a particular scene, but you need to hear the stories of the people involved to tie everything together into the who/what/how/why of an investigation.

Any investigator will tell you that sometimes the toughest part is getting some of the witnesses, including the victim, to speak openly and honestly about what happened. There are few things more frustrating than being willing and able to help someone injured or otherwise impacted by criminal behaviour and finding them reluctant to co-operate.

The suspect or culprit can also be a reluctant witness. This is not surprising, given that the deal being sold by a police investigator goes something like this: ‘‘Tell me your deepest and darkest secret and in return I will send you to jail for as long as I possibly can.’’ Why would anyone tell their deepest secret when they face such a consequence?

We believe that the key to conducting a successful interview is to develop and maintain a connection to the subject. Known as building and maintaining rapport, it is a cornerstone to a successful interview. If done correctly it encourages a person, including the culprit, to tell the truth but still feel a ‘bond’ with the interviewer.

Listening to the words spoken by the subject, noting their voice inflection, watching their body language and any changes, all while selling yourself and maintaining a structured conversation, takes considerable effort and skill.

You need to respond to the subject’s needs, mirror their language and movements and convince them in a non-threatening way to co-operate and tell the truth. It’s not easy and requires skill, knowledge and practice.

If you are successful in keeping rapport with your interview subject, the results can be rewarding. Victims can provide open and detailed accounts of their experience, witnesses will give unbiased and honest descriptions of an event and culprits may admit to the most heinous of crimes as a direct result of the belief and trust they have in their interviewer.

Never was a result of this nature more apparent than during the interview of Colonel Russell Williams, base commander of CFB Trenton and highly regarded in both the military and his community.

The interview conducted by OPP D/Sgt. Jim Smyth stands as one of the truly classic cases of an interviewer building and maintaining rapport. When Williams decided to confess to Smyth he first asked him ‘‘what are we going to do?’’ before confessing to the abduction and murder of one of the women. He then went on to give a full account of his crimes.

It was obvious that the rapport between Williams and Smyth was an extremely important factor in the confession that was eventually obtained, to the point that Williams included Smyth in his attempt to solve the massive problem that he faced by using the word ‘‘we’’ rather than simply asking ‘‘What am I going to do?’’

Smyth maintained rapport throughout the interview and, as a result, obtained a full confession that eventually led to a guilty plea and a very successful outcome to a tragic case.

Critical listening is an essential part of building and maintaining rapport. This does not mean just nodding your head at everything the subject says. On the contrary, critical listening is an approach by which we use all of our senses to seek out and observe everything which a subject is communicating.

A large percentage of communication is non-verbal. What we say is only part of the message being sent. Critical listening allows the interviewer to attune themselves to as much of the message being sent as possible. This requires using all of your faculties to decipher the complete message being sent by your interview subject.

Critical listening, also known as active listening, allows us to observe subtle changes in the body language, voice inflection, tone, tension, stress level and sensitivity of any subject during an interview. It also gives you a much better chance of observing micro expressions fleeting expressions of rage, sadness, embarrassment or other emotions that a subject displays when talking that interviewers often miss. All of this information gives clues to sensitive areas of the story or deception by the subject.

Building and maintaining rapport is a key component of any investigative interview. Critical listening is one of the tools by which we maintain rapport. Together, the two go hand-in-hand to achieving successful interview outcomes.

We will cover the importance of RAPPORT and CRITICAL LISTENING at the Canadian Law Enforcement Conference and our seminar will expand on some of the points covered here. Hope to see you there.

Gord MacKinnon will be present a lecture on Day 1 of the Blue Line Conference. Visit www.blueline.ca/EXPO for more information.



COP CAR SHOWDOWN

DODGE CHARGER VS. FORD CROWN VIC

by Hagerty Weekly News
(November 1, 2015)

Real cop cars have always been rear-wheel drive, four-door American sedans. The young upstart is the Dodge Charger and the fading champ is the Ford Crown Vic. Out of production since 2011, the Crown Vic still forms the backbone of many North American police fleets. Since all Ford has at the moment is the Taurus Police Interceptor and the Explorer, it looks like the future belongs to the Charger, but will it live up to the Crown Vic's legacy? Here are a few of our thoughts:

Exclusivity: The Charger has it here. The Crown Vic has served in every type of fleet

imaginable from the U.S. to Canada, to Latin America, the Middle East and even Russia. For many though, the Crown Vic is synonymous with the other cars with lights on the roof - the yellow kind with meters on the dash instead of shotguns. Chargers, on the other hand, rarely show up as airport cabs.

Longevity: With its separate body-on-frame construction (of the kind found on pickups), the Panther-platform Crown Vic was famous for strength, ease of collision repair and simplicity. It's common to see Crown Vics with more than a half-million miles on them still going strong. The jury is still out on the unibody Charger, but it's safe to predict that it won't match the record of the Crown Vic.

Menace: Tough as it was in service, the Crown Vic doesn't really look very tough. The Charger, however, is just the thing to get perps in a compliant mood as soon as they see it in the rearview mirror.

Performance: Crown Vics were generally equipped with 4.6-liter modular V-8s of around 250 hp. Even the V-6 of the Charger Pursuit cop car makes 292 hp. The 5.7-liter Hemi V-8 makes 100 hp more than that. In performance, it's no contest.

Perp Space: Cabbies love the Crown Vic because of leg and knee room. Felons love it for the same reason. The rear seat area is huge and the Crown Vic is wider than the Charger by several inches and longer by an entire foot.

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SWP is committed to removing barriers and challenging stereotypes often faced by LGBT members and others.

SWP encourages LGBT personnel to be out at the workplace to ensure visibility, to be valued as an asset and to challenge the myths and misconceptions surrounding sexual and gender diversity.

SWP is dedicated to promoting the principals of valuing diversity and equality within the workplace and communities, through education, mentoring, and from SWP members who serve as role models within the law enforcement profession, as well as becoming visible leaders within the communities our membership proudly serves. SWP provides a safe and supportive forum for LGBT law enforcement professionals to network, support, and communicate more effectively with each other throughout Ontario and beyond.

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by Tom Rataj



What's your 20?

Knowing the location of officers after they step away from their GPS-tracked police vehicles continues to be a challenge.

While the bulk of typical front-line policing is done by uniform personnel driving vehicles, the remaining personnel especially those on foot, bicycle, horseback or other modes of transportation, are usually just out there somewhere.

My exact location was always a big unknown for the dispatcher when I went out on bicycle and foot patrol. I would do the usual over-the-air sign-on at the beginning of the shift and provide the beat or general area where I was going to patrol. It was my responsibility to keep the dispatcher informed of my location, which often happened only when I came across something or responded to a nearby call.

Officers assigned to a GPS equipped vehicle don't face most of those challenges because the dispatcher, for the most part, knows their location to within a few dozen metres.

Lightship, a Canadian company based in Kamloops, BC (www.lightshipworks.com/) has a new solution to this and several other operational issues that could help improve police operations, efficiency and officer safety.

Lightship Works was developed as a worksite management tool and can interconnect thousands of resources, including people, machinery, sensors and other devices.

It integrates information from, and most notably about, them, offering managers far

more accurate, effective and context-sensitive information which can enable more intelligent and timely decision making.

Although designed primarily for complex commercial and industrial worksites, its features could potentially make it a good tool for managing large-scale police operations.

Resource information is one area where it adds value beyond that offered by other products. Automation tools and functionality



makes this information readily accessible. This offers many advantages, including enhancing the ability to deploy the person with the right skills and equipment to a particular place or situation. It also potentially avoids the problem of sending unqualified or underqualified persons to a problem area simply because they

are physically closest. A large part of the product's functionality relies on connecting resources to the system. People are typically connected through the Lightship Works app on their smartphone. Equipment, machinery, sensors and other devices are connected through a variety of wired

and wireless communications technologies.

The two-way communication functionality enabled by using a smartphone allows workers in the field to complete their assignments and report the results without relying on verbal communications. Every action that occurs within the product is recorded for future auditing and quality-control.

Resource tracking

As with GPS tagged vehicles, individual officers using the app can readily be tracked in real time. Other electronic devices can connect through the officer's smartphone. This could include simple devices such as the FitBit fitness and activity tracker, for example.

Stationary devices and systems such as CCTV cameras, door sensors and gun-shot location systems can also be connected to provide a variety of live data inputs.

The system is fully scalable so it can simultaneously track and communicate with thousands of people and devices. All the connected and tracked resources can be viewed in a map-view interface, making it easier to visualise where everyone and everything is.

Devices

The product currently works with smartphones running Apple iOS and Android OS; BlackBerry and Windows Phone applications are in development.

In addition to the communications

functionality within the app, the system is also capable of sending SMS (aka texts) to smartphones and pagers (for those people still using them). Lightship advertises that its system can send up to two million messages per second.

It has been designed to accept data from a wide variety of devices so users aren't tied to using or acquiring proprietary hardware from one particular manufacturer.

Skills database

As with workers in the industrial and commercial worksites that the product was designed for, police personnel often have specialised training and certifications, personal skills, equipment, secondary languages or belong to specialised teams or groups.

Traditionally, getting quick access to these kinds of unique skills has been difficult because they are stored in different databases, including primitive holdovers such as three-ring binders full of tattered papers, bound journals or even just a supervisor's head.

Because Lightship is designed to accept, store and use all this kind of skills data in real-time, it becomes automatically accessible. The dispatcher or manager doesn't need go looking for it somewhere else because it is already stored in the skills database.

Layers

As part of the visualisation aspects of the product, managers can also show or hide information on their map-view using the layers tool. This could include showing or hiding features like physical structures, roads and bridges, waterways and other user-defined layers necessary or appropriate for a particular situation or deployment.

System access

Authorised personnel can access the system from any connected personal computer or tablet capable of running the Google Chrome browser, which includes most desktop, laptop or tablet computers.

Security

All messaging within the system is secured using 256-bit AES encryption, preventing unauthorised persons from reading intercepted messages.

New or temporary personnel or contractors can be added to the system in five minutes or less, and can be deactivated just as quickly. This could be very useful when running large operations involving multiple agencies, such as when police, fire, EMS and others work together.

An additional security feature of sorts is the history mode, which allows managers to have an accurate record of events based on all the activities and events during a particular time period or operation.

Lightship vs CAD

Although many Lightship features and functionality are similar to Computer Aided Dispatch, it is designed to complement, not

replace CAD systems with additional layers of valuable decision-making resources.

Many of its features and functions provide a whole different way of looking at operations because it can automatically track and communicate with many additional resources.

Business model

Lightship Works is a cloud-based product which can be obtained as a hosted service or purchased and operated in a private cloud configuration.

Many smaller agencies may not have the budget, expertise or computer infrastructure to operate it in-house so the hosted service model may be the most practical.

The pricing model is based on paying for individual users only when that user is active on the system. Price per user ranges between \$1 and \$3 US, depending on the duration of prepayment.

This is an interesting product for managing a wide variety of resources. The integration of so much information, especially about resources, into one package, and its visualisation interface offer new levels of intelligent and informed decision making.

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

The poster features a dark blue background with a large yellow banner across the middle. At the top, the text 'Products You Need To SUCCEED' is written in white. Below this, the 'BLUE LINE expo 2016' logo is prominently displayed in blue and white, with a small red maple leaf above the word 'LINE'. A yellow ribbon banner below the main title reads '20th Anniversary'. Underneath, a list of exhibitors is provided in two columns. At the bottom, there is a section for 'Learn more at: BlueLine.ca/Expo' and logos for Mitsubishi Motors, Commissionaires, and Humber. The event dates and times are listed as 'APRIL 26 & 27, 2016 9AM - 4PM', along with 'CONFERENCE • AWARDS GALA • TRADE SHOW'. A small circular logo on the right side of the bottom section indicates it is the '23rd CANADIAN LAW ENFORCEMENT CONFERENCE'.

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NOT ALWAYS BLACK AND WHITE

Courts need use-of-force training

by Harry Black

Very often, it seems, police officers are required to use force in the lawful execution of their duties, which should come as no surprise to almost everyone.

In some cases the force is minimal - a soft, empty handed technique, for example, may achieve the desired effect - but other times it may be of the most extreme and lethal variety, such as an officer using their firearm to protect against serious bodily harm or death.

Officers are trained in the use of force from the very beginning of their police training. Having regard to its importance in their professional lives, police services provide ongoing training, which is, of course, essential considering the possible consequences of using force.

Force may, in many instances, be used at night or in a near deserted locale. In other cases, it may be required in areas readily seen by the public, but circumstances develop so rapidly and unexpectedly that the untrained observer simply does not perceive and cannot properly evaluate them.

Those who deal with these kinds of issues on an ongoing basis are often struck by how frequently apparently neutral, otherwise disinterested witnesses describe an officer's use of force as shocking, excessive,

unnecessary, gratuitous violence, cruel and/or police brutality.

Very often an officer is charged criminally or under the Police Services Act and a court evaluates and assesses their actions. Unfortunately he/she soon discovers that, while they have been trained in the use of force, the judge or justice trying the case hasn't and has never heard of the 'use of force wheel.' This, from the officer's perspective, is obviously quite alarming. It is obvious to those of us who regularly defend police officers that most crown attorneys are often equally unschooled.

It was against this backdrop that I was very pleased to have recently received a decision in an Ontario Police Services Act disciplinary prosecution concerning a young officer who had been charged with "unnecessary and unlawful exercise of authority" by his own police service.

The officer, who I will simply refer to as Constable W, was on a paid duty one weekend evening in one of the many Ontario communities proudly boasting a college, university or other educational institution. This particular downtown core featured one area containing a significant number of bars and clubs.

It was a warm summer night. At closing time a crowd approaching 2,000 or more young people, few if any sober, spilled out onto the street. A fight broke out, a time

honoured tradition after 'last call' and, of course, the inevitable happened. W and his escort were alerted by a cab driver and arrived to see an intoxicated young man apparently intent on inciting a violent altercation: he approached his victim and, without warning, punched him hard in the face. Like his attacker, the unsuspecting victim, who was sitting on a flower pot attempting to eat a chicken sandwich, had drunk far too much.

As things later turned out, there appeared to be a history to the matter: the aggressor felt his victim had acted in a most ungentlemanly manner toward his current girlfriend, who he believed had once had a romantic liaison with the victim. The aggressor determined that he would teach the unfortunate soul a thing or two about proper male-female relations.

Thereafter things unfolded quickly. In short order, the aggressor resisted police suggestions that he settle down, move along, go home and the like. Finally he attempted to shove the officers aside. After repeated warnings the officers were left with no alternative but to arrest him for public intoxication, assault and resisting arrest. He resisted as they attempted to handcuff him and vocal protests about his innocence and the allegedly brutal police behaviour predictably aroused dozens of equally intoxicated celebrants.

One of the aggressor's friends decided to assault W's escort, who, in attempting to apprehend and take control of his assailant, left W on his own with his arrest, who was becoming increasingly aggressive.

Fearful for the safety of his partner, who was now out of sight in an alleyway, W attempted to place his arrest, who by this time was handcuffed, on the ground so he could find his escort. The man repeatedly resisted and W finally used sufficient force to pull him backwards onto the ground. The man claimed he struck his head on the pavement, cutting his ear, and that the officer had assaulted him. A crowd of onlookers became extremely vocal and apparently upset at witnessing this use of force.

For other reasons this incident became front page news in the local media. In the resulting public uproar, the chief ordered a hearing into allegations of excessive force. It came as no surprise that the officer was quickly found not guilty, considering the credibility of the prosecution witnesses, but what was most gratifying were some of the comments the hearing officer, retired Superintendent R.J. Fitches, made in his decision. I can do no better than to quote from it:

In situations such as this when a police officer finds it necessary to apply some amount of force to facilitate the arrest of a person, the picture that emerges for the onlooker is one that is not very attractive and to the untrained eye smacks of brutality. Techniques such as kicks and strikes are alarming to witness... Such is all too often a part of the task of making an arrest, however.

It has been stated that policing can sometimes be an ugly occupation. The application of force is one such unattractive facet of policing.

In situations such as this, onlookers simply cannot be expected to recognize the nuances of what it feels like when the officer experiences resistance in a person that he or she is arresting. The subtle twitch or jerk of the arms, legs, hands or shoulder is virtually invisible to the onlooker but is extremely telling to the arresting officer. Those sometimes minuscule changes in the tension of the arrestee's body are the important signals that put the police officer on notice that he or she is about to experience some degree of resistance and had better be prepared. The officer's reactions, therefore, can frequently be viewed as happening without cause and characterized as gratuitous...

If one were to ask whether this was a 'text-book' grounding and/or arrest, one might be hard-pressed to say that it was. Nevertheless we cannot and must never perform exploratory surgery on situations such as this in the calm, methodical, well-lit arena of the hearing room.

Those comments should, in my view, be required reading for anyone who is ever called upon to judge police use of force.

(Source: *Blue Line Magazine*, January 2006)

Harry Black can also be reached at 416-860-9400 or E-mail hblackqc@bellnet.ca.

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UNDERSTANDING CHAOS

Developing deliberate strategies in VUCA situations



by Mitch Javidi, Ph.D.

Crisis happens. Volatility, Uncertainty, Complexity and Ambiguity (VUCA), coined at the Army War College in the early 1990s (Mack, et. al., 2015), is a sobering new reality for police officers and the communities they serve.

In simple terms, VUCA is chaos. It falls on police to understand, prepare for and minimize its disruptive and destabilizing effects.

From a pragmatic standpoint, police deal with VUCA situations from moment to moment. When overwhelmed by stress, some officers are unable to employ the balanced characters of 21st Century policing, that of warrior and guardian. Thus, their cognitive ability is hamstrung, limiting critical decision-making, resulting in a reactionary “crime-fighting” mindset.

Peace keepers have to be trained and developed to balance the technical skills of the warrior and the humanistic character of the guardian-servant.

VUCA demands police learn and develop dynamic tools such as humanistic crisis response and de-escalation (Arey, et. al., 2015) to deal with situations that create entropy, a descent into disorder and perhaps chaos, which irreparably damages community relations.

Issues with VUCA may well be best responded through the lens of what is called Counter-VUCA policing, including but not limited to the following:

Volatility: Counter-VUCA policing responds to volatility with shared vision and partnerships. This is basically a joint agency-community vision and subsequent action to construct community projects to enhance wellbeing, supported by local resources, talent and commitment. These joint efforts result in better problem solving and customer service.

One example can be found within the Sacramento Police Department’s Cops & Clergy Program, which educates religious leaders about gang prevention and enforcement, then partners to provide outreach to high-risk youth. Police must collaborate with the community as never before, if only because expectations for law enforcement services are most times inordinately high while the role and limits of policing are inordinately misunderstood.

Uncertainty: Uncertainty is countered by understanding the environment and personal dynamics of policing. Ultimately officers who are well trained technicians and educated as leaders under the ‘whole person’ concept develop emotional balance, which is demonstrated by the ability to stop, look and listen; to establish situational awareness and determine the optimal tactical and/or humanistic response for the situation at hand. For example, uncertainty can be reduced by having a plan for critical incident response. Clearly operational readiness is paramount.

Complexity: Similarly, the modern police leader learns to address complexity with clarity, professionalism and accountability. These

are realized by skillful and appropriate situational responses characterized by empathy, procedural justice, trust and transparency; with mutual respect and accountability built over time. Use of force simulators, for example, educate community leaders in police procedures while working to dispel unrealistic expectations and unexpected responses to policing by community members.

Ambiguity: Finally, ambiguity is countered by controlling a potentially confusing situation and agile decision making. These include the ability to take ownership of a community VUCA situation, make deliberate decisions built on the established agency/community shared vision; then move collectively and appropriately to resolution. It is here that skilled problem-solving comes into play. This also means that police leaders, especially young officers in our communities, guide people through change, chaos and uncertainty (Chacha, 2004).

Counter-VUCA implies the development of strategies and actions which can prevent if not stave off the worst effects.

Develop the guardian-servant — the first line of defense

The 21st Century, marked by near instant communication, the media and an informed/involved citizenry, demands technically competent police as peace keepers and skilled guardian-servants of the community. Police leadership and especially staff who continuously work on developing a moral compass



(Normore et al, 2014) and the skills of deliberate leadership (Keis & Javidi, 2014) build and establish healthy working relationships with the people they serve. Healthy, meaningful relationships are one of the best ways to counter VUCA.

The new police professional, the first line of defense against VUCA, works on the duality of the technical competencies of policing and building character, marked by integrity, honesty, sincerity, impartiality and intelligence. With that, the community becomes strengthened.

The Matrix Solution Practical Application of Counter-VUCA

Citizen expectations of police have always been high; the expectations officers have of themselves are higher. Community needs and wants are in many circumstances overwhelming, even unrealistic. Simply put, public institutions cannot realistically provide expected and needed services without collective effort, especially when it comes to ensuring safety, security and wellbeing. The community must be involved in resolving its own problems.

The good news is that there are local answers and resources to problems; all that is needed is to gather key people and organize their efforts which is actually simple but not easy. This mustering of people forms a matrix of talent and resources chosen as the problem and its solution dictates (Klopovic, Vasu & Yearwood, 2003). Mutual problem solving is a counter-VUCA strategy.

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Mitch Javidi, Ph.D. founded the International Academy of Public Safety, the Institute for Credible Leadership Development and the Criminal Justice Commission for Credible Leadership Development. He will present a lecture on Day 2 of the Blue Line Conference. Visit www.blueline.ca/EXPO for more information.



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by Dorothy Cotton



Problems ‘down-under’ same as ‘up here’



There is a saying that misery loves company; another one notes that similar birds flock together or something.

I'm not really sure either of these are actually true but it can be reassuring sometimes to find that other people are having the same problems you are, as long as you

don't use that as an excuse not to do anything about them.

I was just reading a report written by a member of the Queensland (Australia) Police about the dilemmas they face in interacting with people with mental illnesses, particularly situations involving indigenous people. Sound familiar?

It seems that one Sgt. Michael Moloney spent some time wondering around the US, Canada and New Zealand, checking out how police interact with people with mental illnesses. In Canada, he spoke to various people from Vancouver, Surrey, Calgary, Winnipeg, Ottawa and Montreal. It likely won't surprise you to learn that most of what he says will not surprise you. Among other things, he noted that:

- Police are and will be required to manage



Vancouver Police Integrated First Nations Unit - Cst. Heidi Fehlauer

- mental health related events;
- Mental health as an issue will grow, especially when viewed through the prism of drug co-morbidity;
- While the issue is extremely complex, good organisational structure, policy, procedures and training deliver measurable results;
- A tiered response is most applicable to the Queensland situation;
- Mental health consumers, family members and advocates need to be involved at all levels: forming law, policy, procedures and training;
- Police response in crisis situations makes a real difference to lives, families, communities and public confidence in police;

- Communication and de-escalation training needs to be delivered as part of, not in isolation, from police operational survival skills and tactics;
- There are simple and cost effective strategies, training and support that can overcome issues of culture in remote, isolated areas;
- Police specific training in communication and de-escalation is vitally important, but training for communication must not be done in isolated silos,' and;
- Communications operators (dispatchers) must be included in the police response.

I was particularly pleased to see his analysis of the need for a tiered system of response. I think most of us used to feel that if we just added on some specific type of response, like a crisis intervention or co-response team or a specialized mental health officer, that life would be good and we'd all live happily ever after.

It would have been nice if that had been true but as most police services have discovered, it just ain't so. We see people with mental illnesses in a whole variety of contexts, for a whole variety of reasons. It isn't just MHA apprehensions or incidents of crime; there are times (many, actually) when people with mental illnesses are victims of crime, and when they need help with activities of everyday life.

You need to be able to respond to all sorts



Diversity Resources Team Aboriginal Liaison officers, Calgary Police Service



Sgt. Moloney with members of Montreal Police First Nations Liaison

of situations. This means a variety of possible response initiatives, a comprehensive strategy, organized and systematic policy.

I also really liked how Moloney talked about the problem of stigma and false assumptions, and how that can influence our behaviour.

However, Australia is not Canada, and there were a few things in the report that I don't think you'd ever find in writing in Canada even though we likely often think these things. My informal observation about Australians over the years has been that they do not take themselves as seriously as Canadians take themselves, and as a result, they are a little more willing to be politically incorrect.

One finds a great deal of discussion in the report about how the police are kind of screwed, often in no-win situations when interacting with people with mental illnesses. No matter how many situations they handle correctly, they will be hung out to dry when even one interaction goes bad. The report also notes that the public generally does not really understand or appreciate the job police do, the media is out to get them and everyone hates them.

When Moloney talks about stigma, he also means the stigma associated with being a police officer. It is an interesting perspective, and one that most non-police people do not have a lot of sympathy toward (which is exactly his point). For example, one thing Moloney says in his report is "For police, the primary goal has and will always be officer survival and safety. To expect anything else is a denial of the reality of human nature and an unachievable goal."

I am not sure what I think about that. I completely agree that going home intact at the end of each shift is a good idea, whatever your line of work, but is the primary goal really survival? If that were true, there'd be a lot more police people wanting to specialize in fraud investigations and begging to sit in the office writing policy as opposed to trying to get on the ERT.

I actually do not think the GOAL is survival. I think (hope?) the goal is to do whatever it is you are supposed to be doing, like keeping

the community safe and looking after the vulnerable, without getting off'ed in the process.


My disagreement with Moloney on this point notwithstanding, I think his discussion about the mixed feelings of police, the stigmatizing attitudes that sometimes cause less than optimal response, and the fear that often drives aggressive behaviour (by police) is right on the mark. I think he also accurately talks about the role that education and training plays, the importance of communication skills, and the need to address false beliefs are all ways to reduce the likelihood that either party gets injured in these interactions.

I think it was in some ways easier a few decades back when we thought the answer was simply a lecture on mental illness, and a special team or officer who would deal with these kinds of calls.

Alas. Like I said, it ain't so.

You can download the report from tinyurl.com/cep2979

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




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Addicted to your job?

Multi-tasking is the norm these days. Doing one thing at a time is not stimulating enough to hold our attention. We are rewarded for being continuously productive.

What is worse is that it has become easier to take work home. Many police officers I contacted for a study reported that they worked from home, including talking with other officers about work-related business outside of their shift. Text messaging and emails have made working while off duty easier than ever and, therefore, much more common.

I've had clients go out of their way to justify doing work outside of work. "It relieves the stress I would face responding to everything once I get back to work," they say, or argue that "It only takes a few minutes." Although this may be true, it does not offset the disruption it creates in your other life roles.

Interruptions take you out of your personal life and personal life frame of mind, and won't likely be well received by your family members. This can lead to a number of problems such as burnout and relationship strain. In fact, incidence rates of burnout are increasing due to the lack of work-life balance. Burnout refers to the exhaustion and cynicism that occurs when you're continuously exposed to stressors on the job.

I have also seen relationships suffer (and end!) because partners were not willing to be as committed to their personal life, including their family, as they were to their work life. What makes it worse is that the partner committed to work was generally not happy.

It wasn't a situation where work was so gratifying that the personal life paled in com-

parison to it. They just felt an unhealthy commitment to their work at their own expense. It takes on qualities of an addiction where they just can't stop and, if forced to, seem to go through withdrawal. They don't know what to do with their time and are antsy to get back to work.

I have had clients go to work on vacation days because they didn't know what to do with their free time. Police work can be especially addictive due to the "high" you get from running code to a call or engaging in a foot chase. You may wish to chase this high outside of work by retelling the story or, at a minimum, thinking about it.

There are signs that you may be addicted to work: working longer hours than you intend to on a regular basis, others complaining of the amount of work you do, refusing to cut back when asked by others, seeking comfort from anxiety by working, thinking about work when you are not there, and a lack of non-work activities and friends.

You may also find that your health is suffering due to the long hours and stress. If these signs apply to you, then it is time to make some changes. It won't be easy, but, like withdrawal from a substance, it gets easier with time and support.

The first order of business would be to unplug from work. This means not checking emails or responding to work text messages while you're not at work. At first, you may have to tell your co-workers that you won't be available by phone or email to avoid conflict due to your nonresponse. I realize this is easier said than done and may not be an option for

some positions. If it is not an option to completely eliminate this, set some limits around frequency. For example, only check them two or three times a day instead of hourly.

The next order of business is to occupy your time doing all of the things you have been missing out on: spending time with family, exercise, household tasks, rest and hobbies. Expect to experience withdrawals, likely anxiety, restlessness and a desire to check your work email or think about work. Expect and accept that it will happen and then redirect your thoughts back to your personal life.

You may have to do this a hundred times but it will be easier when you practice catching yourself in work mind and returning to your personal life. It might help to announce to your family and friends that this is your plan so that they can support you and help keep yourself accountable.

I work for myself so I know firsthand how hard it is to draw a line between work and non-work mode, especially when your work is so gratifying. I am lucky to have a husband that helps me stay accountable to myself to be in my personal life.

I challenge you to consider your circumstances and, if you recognize any of the signs for work addiction, make the changes to have a rewarding life outside of work.

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

Warrantless access to Internet information needed

Police need warrantless access to Internet subscriber information to keep pace with child predators and other online criminals, says RCMP Commissioner Bob Paulson.

The top Mountie said that a Supreme Court of Canada ruling curtailing the flow of basic data about customers — such as name and address — has put a chill on our ability to initiate investigations. I'm all for warrantless access to subscriber info, Paulson told a security conference, comparing the process to his beatcop days of entering licence-plate data into a computer and coming up with a vehicle owner's name.

If I had to get a judge on the phone every time I wanted to run a licence plate when I was doing my policing, there wouldn't have been much policing getting done.

In June 2014, the Supreme Court of Canada ruled police must have a judge's authorization to obtain customer data linked to online activities.

The high court rejected the notion the federal privacy law governing companies allowed them to hand over subscriber identities voluntarily.

Police say telecommunications companies



and other service providers — such as banks and rental companies — now demand court approval for nearly all types of requests from authorities for basic identifying information.

The Supreme Court judgment came amid mounting public concern about authorities quietly gaining access to customer data with little oversight or independent scrutiny.

Paulson said after his speech that he advocates giving police ready access to basic subscriber information while respecting the Charter of Rights and Freedoms.

I think we've been consistent in recognizing that we are very respectful of the Charter and peoples

charter rights and nobody is recommending that we go any further, he said. But there needs to be some sort of administrative access to basic subscriber information.

The Canadian Association of Chiefs of Police revealed in August that government officials were mulling just such a scheme — though it's not clear exactly how it would square with the court ruling. The chiefs said a discussion paper spearheaded by the Department of Justice was presented to the federal, provincial and territorial cybercrime working group of senior officials.

The paper outlined three legislative options for allowing access to basic subscriber information: an administrative scheme that would not involve court approval; a new judicial order process or a tweak to the existing regime; a judicial order process for subscriber information with a greater expectation of privacy and an administrative, non-judicial one for less sensitive subscriber data.

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STRATEGIC HUMOUR

Earning community trust online



by Danette Dooley

Newfoundlanders and Labradorians are known for their terrific sense of humour so it should come as no surprise that the provincial police force draws on the wit of a couple officers in attracting the public to its social media initiatives.

It is all about ensuring the public see another side of Royal Newfoundland Constabulary (RNC) officers, said Cst. Geoff Higdon, who helps look after the constabulary's Facebook page and other social media activities.

One of the most popular RNC press releases was released on July 22 when the force went looking for the missing season: Summer.

Summer was last seen in early August of 2014. When last seen Summer was described as being between 20-30 degrees Celsius, blue skies with a bright and warm source of light in the sky. There have been sporadic sightings of this bright object, but these sightings have been rare since May 2015.

The RNC are taking this matter very seriously. An investigative team has been assembled. The Chief of Police, William Janes, has also taken an active role in this file and is travelling abroad in an effort to locate Summer.

The release went on to note that officers were looking for two persons of interest, NTV meteorologist Eddie Sheerr and CBC

weatherman Ryan Snodden. The arrest of the two culprits was captured on camera, much to the delight of television viewers across the province.

When the release was posted to the RNC Facebook page, it was shared more than 3,000 times. Most major Canadian media outlets, as well as *The Washington Post* and the *Weather Channel* in the United States, picked up the story.

"That was a bit of fun but it's all about connecting with the community," Higdon said. "We strive to be a very community-oriented police force and I think in order for us to be successful in crime prevention, you need to have the trust of the community.

"I think you build that trust by showing that you are human, you can make mistakes and you can have a bit of fun. That way, people are more likely to reach out to you."

Higdon said the RNC Facebook page was started more than three years ago as a tool to attract new recruits to the force.

While serving a short stint as the force's media relations officer, Higdon suggested that the force should also have a Twitter account as an extra tool to get information out to the public.

Higdon researched what other police forces were doing and the RNC launched its official Twitter account in March 2014. It now has more than 27,000 followers.

"This is a great way for police to talk to people," Higdon said.

The RNC recently started a "Wanted Wednesday" post on its Facebook page, posting a photo and name of a criminal at large.

The public is quick to offer tips when they see the photo, Higdon said, either by using Facebook inbox messaging or by calling the RNC or Crime Stoppers.

The initiative has led to the arrest of all but one of the criminals.

"Everybody is somehow connected with everybody in the community. You might not know somebody yourself but someone you know may know them. That's the whole thing with social media.

"Newfoundland and Labrador has about 375,000 Facebook users. We're not going to have all them click the link on our page but we have 20,000 and they share our posts with their friends and then they share it," Higdon said.

Higdon said a Back to the Future joke he posted in October garnered 900,000 hits.

Since the RNC has started using social media as an investigative tool, Higdon said, there has been an increase in calls to Crime Stoppers.

"We are seeing anywhere from 1.4-1.5 million impressions through Twitter in a 28-day period and we are seeing more than 150,000 people traffic through our Facebook page every seven days."

A self-described social media nerd, Higdon said he enjoys keeping up on the latest in social media trends.

"Social media is the next big thing. The term Facebook is in the dictionary now. It's been adapted by the Criminal Code. It's a part of our society that's not going away."

While people of all ages, including seniors, are familiar with Facebook, Higdon said, he uses Instagram to connect with the younger generation.

Higdon, an RNC patrol officer, and the other officers involved in RNC social media initiatives do so in addition to their regular duties.

Higdon recently attended the *Social Media, the Internet and Law Enforcement (SMILE)* conference where more than 150 police officers from around the world shared their ideas on how to use social media to improve law enforcement and engage citizens.

"We need support from the community in order to be an effective police force. We need the people's trust and confidence. We are starting to see that (social media) needs to be a more permanent fixture in our organization," he said.

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



Helping the Helping Professionals

The helping field has gradually begun to recognize that workers are profoundly affected by direct or secondary exposures to traumatic events. Working with people who are chronically in despair and witnessing their inability to improve very difficult life circumstances can change the way we view the world.

Compassion fatigue and vicarious trauma have been described as “the cost of caring” for those in emotional pain, and can strike even the most dedicated. Compassion fatigue and vicarious trauma accumulate over time and begin to impact our personal and professional lives.

Ironically, helpers who are burned out, worn down, fatigued and/or traumatized tend to work more and work harder. As a result, they go further and further down a path that can lead to serious physical and mental health difficulties, such as depression, anxiety, substance abuse, chronic pain, stress related illnesses and even suicide.

K&M Trauma Consultants will be presenting an educational workshop at the 2016 Blue Line Expo that will review and define various forms of occupational stress and trauma, including compassion fatigue, vicarious trauma, moral dilemma, burnout and PTSD, as well as the symptoms associated with these ailments.

The workshop will also focus on the importance of proper debriefing after being exposed to a traumatic event, and will provide guidelines to avoid the transference of trauma during an informal debrief. Tips and ideas for building resiliency, ensuring a healthy work-life balance, the importance of self-care and the impact of stress on families and loved ones will also be discussed. We will review the importance of getting help when you need it and where to find proper support.

Although compassion fatigue and vicarious trauma are not preventable, they can be mitigated, transformed and treated. The aim with this education and awareness workshop is to reduce the stigma associated with mental

health illness in the helping field and to open the lines of communication for those who are suffering, in turn, making the healing process easier and quicker.

K&M Trauma Consultants is comprised of Peggy Campbell-MacLean and Lambia Karitsiotis, certified compassion fatigue educators. They have more than 24 years of combined experience working with an offender population within the criminal justice system, giving them first-hand knowledge of the effects that working with a traumatized population has on the helping professions.

They deliver training to health care professionals, mental health workers, child protection workers, police, paramedics, probation and parole officers. The goal of this workshop is to educate and encourage supportive connections in order to promote self-awareness and understanding of the challenges of caring for others in physical and emotional pain.

K&M Trauma Consultants will present a lecture on Day 1 of the Blue Line Conference. Visit www.blueline.ca/EXPO for more information.

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ID request not always a detention

Not every conversation with police or request for identification amounts to a detention under the Charter.

In *R. v. Poole*, 2015 BCCA 464 two police officers saw the accused walk across a downtown street at 3 am. They made a U-turn and pulled up alongside Poole. Rolling down the windows, they asked for his name, where he was going and where he was coming from.

Poole provided his name and identification, which was run through CPIC and an outstanding arrest warrant was discovered. He was arrested and a cursory search was conducted. Police found a loaded, fully cocked handgun concealed in his pants.

In BC Supreme Court Poole argued that he was arbitrary detained under s. 9 of the Charter when he was initially stopped. He further submitted that he was not immediately informed of the reasons for his detention or of his right to counsel, contrary to ss. 10(a) and (b). Since the detention was arbitrary, searching him and seizing the gun breached s. 8.

The trial judge disagreed, finding that Poole was not detained when he was initially stopped nor at any time prior to the arrest warrant being discovered and executed. The judge accepted the evidence of the officers over that of Poole. The officers testified that their conversation began spontaneously when the cruiser window was rolled down, without any verbal cues from either officer.

A casual chat followed in which Poole was cooperative and forthcoming. He offered up identification and eventually his criminal past. The encounter was brief, friendly and would not lead the casual observer to conclude that Poole was being detained. He was 46 years old,

large in stature and had extensive dealings with police over the past 20 years or more.

Here, the actions of the police were not in the nature of a focussed investigation as the term is understood in Grant, nor was there anything in the actions of the police which can be considered either oppressive, either in language or deed, such as to cause a reasonable person in the situation of the accused to conclude that he had no option but to remain.

The encounter was short, approximately five minutes from the initial contact to his arrest. In that brief period, there was no command by the officers which could have reasonably led the accused to conclude he was not able to keep walking or that he was obliged to answer the posed questions.

To conclude otherwise would be to invite the conclusion that every encounter, regardless of how benign and non-intrusive, gives rise to an obligation on the part of the state to advise that person they are free to go or alternatively provide them with the mandated warning of the right to counsel. Such, in my view, is not the law [paras. 70-71, 2014 BCSC 1308].

There was no detention and the evidence was admissible. Poole was convicted of possessing a firearm dangerous to the public peace, carrying a concealed weapon and possessing a restricted firearm without a licence or authorization.

Poole appealed his convictions to the BC Court of Appeal arguing, among other things, that the trial judge erred in concluding that a detention did not occur before the arrest warrant was executed. In Poole's view, a pedestrian has an expectation of complete freedom of movement unless a crime is occurring or police are

conducting an investigation. If a pedestrian is stopped by police as part of general policing duties, he contended that it will always amount to a detention.

Justice Fenlon, writing the appeal court's judgment disagreed. "A brief encounter involving police questioning and a request for identification do not necessarily amount to a detention," she said, adding:

In my view this proposition is not supported by the case law. A random stop of a pedestrian absent an investigation or crime may more readily lead to an inference of psychological compulsion, but that does not mean that every such stop amounts to a detention [para. 56].

As for the facts in this case, the trial judge applied the correct test in determining whether a detention had occurred. Justice Fenlon held:

In the present case, based on the trial judge's findings, there was no physical restraint or legal obligation on Mr. Poole to comply with the police officer's request for his name. The officer was making general inquiries, not singling Mr. Poole out for focused interrogation.

The officers did not initially get out of their vehicle or impede Mr. Poole's travel, and the encounter was brief. Mr. Poole was 45 years old at the time, much larger in stature than either police officer, and had considerable past experience with police [para. 62].

Poole's appeal was dismissed and his convictions were upheld.

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

Fleeing police part of constellation of grounds

Running from the police can be one piece of the totality of circumstances in justifying an arrest, New Brunswick's highest court has ruled.

In *R. v. Bourque*, 2015 NBCA 68 a complainant reported that her adult drug addicted son, who lived with her, stole about \$50 from her purse that morning and she wanted him evicted. Two police officers met with the son and confronted him with the theft complaint and drug addiction allegation.

He admitted to the theft and acknowledged that he had "a drug problem." He told police that he buys his drugs from someone named "Pete" in the "Elmwood Drive area." The son eventually consented to leave his mother's residence and one of the officers drove him to a friend's home.

The mother subsequently called police and told the second officer that (1) her son is a regular drug user; (2) she believed him to be a drug addict; (3) she was convinced he stole the money from her wallet in order to get drugs; (4) she checked her cell phone and understood from the text messages received and sent by her son that an imminent drug sale/purchase transaction was scheduled in the vicinity of the McDonald's restaurant on Morton Avenue; and (5) the individual supplying drugs to her son was described as a short, slim or skinny, bald man.

As a result of this information, the officer formed the belief that an indictable offence (drug trafficking) was about to be committed in the vicinity of the restaurant. He immediately went to the area and saw Bourque, who was the only person on the scene who matched the complainant's description.

The officer parked his marked police vehicle a few feet from Bourque and began to get out. Bourque looked at him, turned around and walked towards the McDonald's drive-through area. The officer ordered, "Stop, you're under arrest," but Bourque ran away. The officer caught him, threw him to the ground and placed him under arrest.

Bourque was searched and police found several items of evidence including a marijuana joint in a cigarette package, a cell phone, hydromorphone pills, a knife, banknotes hidden in his socks and bundles of banknotes (totalling several thousand dollars) hidden under his clothing and taped to his waist. Bourque was charged with possessing hydromorphone for the purpose of trafficking.

A New Brunswick Provincial Court judge found Bourque's arrest to be unlawful under s. 495(1)(a) of the Criminal Code because it was not based upon reasonable grounds.

"I am not persuaded that the peace officer had reasonable and probable grounds to believe that this specific individual was about

to commit an offence," said the judge. "In my view, the circumstances of his arrest were not sufficient to conclude the arrest was lawful."

Since the arrest was unlawful, Bourque's s. 9 Charter rights were breached and the search that followed was unreasonable under s. 8. The evidence was excluded under s. 24(2) and Bourque was acquitted.

The Crown appealed the acquittal to the New Brunswick Court of Appeal because, in its view, the trial judge erred in finding that Bourque's Charter rights were infringed and that the evidence ought to be excluded.

Chief Justice Drapeau, speaking for the court, agreed with the Crown that the trial judge erred in determining whether reasonable grounds for the arrest existed.

In most instances, the prosecution's case on the issue of arrest lawfulness is based upon a constellation of circumstances which, individually, may be of little or no probative value, but whose cumulative effect demonstrates the existence of the reasonable grounds required under s. 495(1)(a) of the Criminal Code.

In this case, however, the judge assessed

the probative value of each individual and isolated circumstance relied upon by the prosecution in support of its contention that the arrest was based on reasonable grounds. This approach has been unanimously rejected by appellate courts, all of which favour an assessment of the probative value of the cumulative effect of the relevant circumstances. Had he applied this analytical framework, the judge might have found the grounds required to clothe the [accused's] arrest with the mantle of lawfulness did exist.

In this regard, it is important to remember that where there is no submission by the individual targeted, i.e. the person informed by a peace officer he or she is under arrest, the "arrest" occurs only once a peace officer seizes the person or touches him or her with a view to detention. It follows that the bundle of justificatory grounds for the [accused's] warrantless arrest include his attempt to escape from [the officer] [references omitted, para. 11].

Bourque's acquittal on the trafficking charge was set aside and a new trial was ordered.

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DISPATCHES



Mike Serr is the new deputy chief constable for the Abbotsford Police Department. He was sworn in November 2015 and will be responsible for the administration division of the APD. Serr began his policing career in 1990 with the Vancouver Police Department. Over the past 25 years, Serr's assignments with the VPD have included Strike Force, the Major Crime Section, the Integrated Gang Task Force and the BC Municipal Undercover Program. Serr is the recipient of Chief Constable Commendations from both the VPD and APD.



John Bates has been formally welcomed as new police chief for the Saint John Police Force during its official change of command ceremony. Bates was previously the chief of police in Stratford, Ont. and replaces former Chief Bill Reid. He began his policing career with the Brantford Police Service in 1985 where he served for 21 years prior to being appointed as deputy chief of the Stratford Police Service in 2006. He served as both deputy chief and then as the chief in Stratford for nine years. Bates' policing experience includes uniform patrol, traffic enforcement, collision investigation and reconstruction, major crime investigation and tactical response.



Cory MacKay, chief of the Belleville Police service has announced her retirement. She will retire as of Jan 1, 2017. MacKay was chief of police in Belleville since 2009 after 22 years with the Peterborough Police where she rose to the inspector rank in 2007. She was recently presented with the Award of Tolerance from the Friends of Simon Wiesenthal Center. Ron Gignac, current deputy chief will assume her role. Belleville Police Service has hired Michael Callaghan, of the Ottawa Police Service, to join BPS as an inspector in January and will take over the deputy chief role in 2017.



Scott Tod is the new deputy chief at the North Bay Police Service. Most recently he was the deputy commissioner with the Ontario Provincial Police and has spent over 30 years in law enforcement. He has been with the OPP since 1982 and served in a variety of leadership capacities. Deputy Commissioner Tod served as a major case manager in the OPP criminal investigations branch for five years and he was designated as a multi-jurisdictional major case investigator by the Ontario Ministry of Community Safety and Correctional Services. An Officer of the Order of Merit of the Police Forces, he is also the recipient of the Police Officer Exemplary Service Medal and the Queen's Diamond Jubilee Medal.



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Getting a handle on mental health in policing

by Ian Parsons

Not all wounds are visible. Wounds of mental illness are no less real, challenging or life-threatening. In fact, sometimes they are more so — General Rick Hillier, Apr. 2008.

Anyone ever in “harness” has suffered from some form of post traumatic stress. How we cope with it varies greatly. Most can subvert the impact of the experience, allowing it to fade from memory with time.

In my father’s era (he joined the RCMP in 1930), job stressors were most often alleviated after the fact through the healing properties of Johnnie Walker’s Special Old.

Succumbing to the trauma experienced through witnessing violence, death or both was perceived as “unmanly.” Males dominated policing and the suggestion that would change was out of the question.

Little changed in my generation of policing, which began in 1960. Part way through my career, circa 1970, a glimmer of empathy for those traumatized by their experiences began to surface.

I was in charge of the academic section at the RCMP Academy during those years. A senior constable from Montreal came under my charge. He had been “under cover” for two years, his life was in danger and the powers that be felt the training division would be a good place to hide him.

Almost overnight, he was plucked from the bowels of Canada’s largest city, shaved, showered, put back in uniform and expected to assume the role of corporal instructor.

It was not long before concerns were raised about his demeanor, use of obscenities in class and the assorted inappropriate and ghastly stories he shared with wide eyed recruits. He looked the part, but internally, he was still on the mean streets of Montreal. He had received no debriefing whatsoever, but was expected to assume the mantle of academic instructor.

He was coached but the road was long and arduous. After a few short months, management deemed him unsuitable for the task and he was to be relocated. I spoke on his behalf, pointing out that he had been ill prepared for the transition. He was allowed to stay on. It took some time but he slowly lost his “street image.”

During this period, he told about the horrendous and life-threatening settings where he had worked. It became obvious that management, both in Montreal and the training division, were oblivious to the need to assist him in transitioning to the next step in his career.

As the years went by, PTSD acquired a

profile throughout the police culture. More and more members were diagnosed and steps were taken to care for them. During the mid ‘90s, there was an incident at a large Vancouver Island sub-division where a deranged individual killed his wife and several children with an axe.

The crime scene was indescribably violent and bloody. The supervising NCO, very experienced in serious crime incidents, suffered a heart attack not long after the file was concluded. One of the attending members, a promising young officer assigned to general investigation duties just prior to the event, lost his ability to function, his bright future compromised.

He received counseling and therapy, but to no avail, and left the force a few months after. He still lives in the community but has never been able to attain his previous potential. He was clearly another casualty in this terrible event.

Recently, the RCMP came under scrutiny for not providing sufficient resources to care for members experiencing PTSD. Will there ever be enough?

Since the disorder was recognized scores of personnel have come forward looking for help. Logistics are challenging. Patients often go on medical leave, leaving units short-handed and setting an environment for greater stress for those left behind.

Policing has always been a psychologically challenging profession. The vagaries of our society vis a vis changing demographics, emerging cultures and increasing population only make the job more intense. Does it require police forces to develop further and more sophisticated testing programs that might identify applicants as more vulnerable than others to job stressors?

Should operational police personnel have a mental health check annually? Then, as Commissioner Paulson notes, there are the malingerers. It has become politically incorrect to even suggest the possibility of someone using PTSD as a prop. On the other hand, is malingering simply a symptom of PTSD?

We are way beyond sitting around a bottle of rye after shift to drown fears and traumas. There will always be souls who need more than that to cope. They need to be identified and given the kind of psychological healing that will restore the ability to carry out their duties. Many can be saved, but there are those who incur so much mental damage that returning to police work is not an option.

Policing the front lines can be compared to combat. There can and will be casualties and that is an unfortunate reality of life.

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