

CHAIR
Malcolm Brodie

To: GVTA Board of Directors
From: Chief Officer Bob Kind, Greater Vancouver Transportation Authority
Police Service

DIRECTORS
Kurt Alberts
Suzanne Anton

Date: July 6, 2006

Derek Corrigan
Marvin Hunt

Subject: Greater Vancouver Transportation Authority Police Service Update

Peter Ladner

PURPOSE

The purpose of this report is to provide the Board with an update on the Greater Vancouver Transportation Authority Police Service implementation and operations.

Sam Sullivan

Joe Trasolini

BACKGROUND

Richard Walton

Establishment, Mandate and Jurisdiction

Dianne Watts

In late 2004, the Solicitor General established the Greater Vancouver Transportation Authority Police Service pursuant to s. 4.1 of the *Police Act*.

Maxine Wilson

Scott Young

The transit police service is comprised of both sworn members (Designated Constables) and civilian staff, all who are TransLink employees. Designated Constables have the same power and authority to enforce provincial and federal laws as municipal or provincial police officers and carry firearms. Designated Constables are required to meet the training standards for and qualifications of municipal police officers, and are subject to the same police complaint process and professional code of conduct.

CEO

Pat Jacobsen

The police service is governed by a Police Board appointed by the Solicitor General, and currently comprised of:

- Chief Lorne Zapotichny (Chair) – New Westminster Police Service
- Chief Superintendent Dick Bent – RCMP
- Ian Jarvis – Chief Operating Officer, GVTA
- Assistant Commissioner Al Macintyre – RCMP
- Baj Puri – Businessman
- Deputy Chief Constable Bob Rich – Vancouver Police Department

Constables are appointed by the Police Board and their appointments approved by the Solicitor General.

The geographical jurisdiction in which the transit police operates was established as the “transportation service region” (as defined in the *GVRTA Act*) with a mandate to preserve and maintain the public peace, prevent crime and offences against the law, aid in the administration of justice and enforce the laws in force in British Columbia, primarily directed towards:

1. Any criminal activity or breach of public peace that could affect the safety or security of transit passengers, employees or property; and
2. Conducting investigation and enforcement operations with respect to any unlawful activity on or around transit vehicles and other transit property.

The transit police do not replace the role of jurisdictional police throughout the GVRD but provides supplementary policing services. The Jurisdictional Police Departments (JPDs) continue to have policing authority in their jurisdictions.

A Memorandum of Understanding was signed between the transit police service, Vancouver Police Department, New Westminster Police Service and RCMP, which identifies the relationship with the transit police service, acknowledges co-operation and co-ordination of efforts to provide seamless policing and confirms response responsibilities. Key elements of the Memorandum of Understanding are:

- Jurisdictional police have primary responsibility for police services within the GVRD;
- Transit police assumes primary responsibilities for:
 - Offences committed under provincial statutes;
 - Criminal Code summary conviction offences; and
 - Criminal Code hybrid/dual offences; and
- In emergency circumstances, the policing agency in the most favourable position to provide initial response will take the necessary and appropriate response.

The Memorandum of Understanding has been signed with police operating in those jurisdictions in which SkyTrain, West Coast Express and SeaBus currently operates but contemplates additional jurisdictions (Port Moody and Delta) being added as signatories at a later date.

Police Service Roll Out

2005 was a challenging year, with many complexities to be worked through in rolling out the transit police service. One of the key tasks involved the former TransLink Transit Security Special Provincial Constables and their achieving eligibility requirements for appointment as a Designated Constable.

The operational roll out took place on December 4, 2005 following the oath of office ceremony for the Designated Constables. Within the first shift of Designated Constables

assuming their duties, there were 7 arrests on 10 outstanding warrants. While the roll out occurred later than initially anticipated, this delay did allow for certain information technology and communications systems to be installed and key policies to be approved prior to roll out, as well as associated training to be completed.

The transit police service went live with PoliceCAD and the Police Record Management System (PRIME) in Fall 2005. Implementation of the E-COMM wide area radio system went live on the day of the actual roll out. While the transit police service received a CPIC Category IIA access and went live in April 2005, in May 2006 the police service received authorization for CPIC Level 1 access (same level as municipal police departments).

Presently, there are 77 Designated Constables appointed and active recruitment is underway to fill police officer vacancies and new 2006 positions in support of the infrastructure necessary for a police service. An intensive selection process has been established for prospective recruits and experienced police officers. Further, a new promotional process has been created to select Sergeants and Staff Sergeants. The 2006 authorized strength for the police service is 138 (combined 100 sworn and 38 civilian) within the organization.

On March 26, 2006, a special ceremony was held for the proclamation, presentation and consecration of the police service Coat of Arms, Badge and Colors. This public event involved the Chief Herald of Canada, the CEO of the GVTA, other VIPs, and a number of ceremonial police units and pipe bands. It was a very proud moment for police service personnel and the many individuals from the GVTA who were involved in the implementation of the new police service.

The Chief Officer and Deputy Chief Officer are members of the BC Chiefs of Police Association, BC Municipal Chiefs of Police and Canadian Association of Chiefs of Police. The JPDs were extremely supportive during implementation of the police service and provided assistance as follows:

- Provide Block II field training to transit police service recruits;
- Assign representatives to the policy committee;
- Provide issue briefings and job shadowing opportunities;
- Participate in candidate interviews for supervisory positions;
- Share policy manuals, administrative and operational processes and documents;
- Share contact information;
- Assist with PRIME and Police Act complaint process training; and
- Provide trainers and assessors to the JIBC to help meet increased workload arising from transit police service needs.

The transit police service has recently been able to reciprocate by providing Constables to assist some JPDs with instructors on specific training issues (e.g., surveillance and PRIME). This mutual aid approach is most beneficial to police operations.

Operations

For the period January to June 2006, the following offence summary is provided. Please note that these statistics include activities off of TransLink property, reflecting officers' expanded authority:

<u>OFFENCE SECTION TOTALS</u>	<u>Jan</u>	<u>Feb</u>	<u>Mar</u>	<u>Apr</u>	<u>May</u>	<u>Jun</u>	<u>Summary</u>
Crimes Against the Person	33	31	38	36	43	38	219
Crimes Against Property	46	57	66	76	55	71	371
Other Criminal Code Violations	109	90	103	112	78	109	601
Controlled Drugs & Substances Act	22	31	30	30	30	38	181
Other Federal Statute Violations	0	1	8	10	2	2	23
Provincial Statute Violations	4997	4466	4154	2440	3372	2010	21439
Other Occurrences	278	323	431	336	502	395	2265
Traffic Violations	2	0	2	1	1	1	7
Total Offences Counted	5487	4999	4832	3041	4083	2664	25106

As rationale for the new police service included seize and arrest on drug incidents, and arrest on outstanding local, provincial or federal warrants specific information is provided on those two areas:

<u>Narcotic Control Act*</u>	<u>Jan</u>	<u>Feb</u>	<u>Mar</u>	<u>Apr</u>	<u>May</u>	<u>Jun</u>	<u>Summary</u>
Possession - Heroin		1	1	2	1		5
Possession - Cocaine	1	4	4	2	2	7	20
Possession - Other CDSA	1	1			1		3
Possess-Oth Sched I Drugs / Subs	1	1	1			1	4
Possess - Oth Sched III Drug / Sub		2	1	1		1	5
Possession - LSD						1	1
Possession - Methamphetamine				1			1
Possession - MDMA (Ecstasy)				2			2
Possession - Cannabis Over 30g	1		1	2		1	5
Possession - Cannabis 30g or Under	15	18	18	14	19	21	105
Possess - Cannabis Resin Over 1g					4		4
Possess - Cannabis Resin 1g & Under	2	2	1	4	1	5	15
Trafficking - Cocaine		1			1		2
Trafficking - Oth CDSA				2			2
Traffic - Cannabis 3000g & Under	1	1	3		1		6
Section Subtotal	22	31	30	30	30	38	181
*Charged	8	12	12	7	9	12	60

Warrants							
Warrant - Criminal Code			2			1	3
Warrant - Federal	2	1	1	2	1	2	9
Warrant - Provincial	2		1		3		6
Warrant Exec - O/S RCMP	26	32	23	33	28	25	167
Warrant Exec - O/S Municipal	37	29	31	25	18	23	163

Since the roll out of the police service, joint force operations with JPDs have occurred in such areas as drugs, stolen property, youth crime and safety, and graffiti. Interagency partnerships exist with some community policing centres and JPDs. There also have been a number of incident assists to JPDs as part of regular police operations, as shown in the chart below.

	<u>Jan</u>	<u>Feb</u>	<u>Mar</u>	<u>Apr</u>	<u>May</u>	<u>Jun</u>	<u>Summary</u>
Assist - RCMP	25	28	30	27	39	28	177
Assist - Municipal Police Force	37	20	31	21	24	26	159
Assist - Federal Agency	3	5	3	3	3	6	23
Assist - Provincial Agency	6	2	3	9	10	6	36
Assist - Municipal Agency	1	1	4	7	6	7	26
Section Subtotal	72	56	71	67	82	73	421

2006 will be a pivotal year for the police service as operational protocols with JPDs are further established and fine-tuned, and the organizational infrastructure is enhanced. Police operations will continue to be strengthened as a result of operational experience in the new roles. There are many stakeholder expectations for the transit police service to consider and balance in 2006, and it is hoped that these expectations will be met through achievement of the 2006 interim goals, and the strategic plan, which is now under development. The strategic planning process is engaging input from both internal and external stakeholders, including TransLink and subsidiaries.

The police service has shared service arrangements with a number of TransLink departments and subsidiaries, and continues to make the necessary adjustments in consideration of security requirements and operational needs. Ongoing definition of roles and establishment of protocols will contribute to operational effectiveness.

With the addition of the Canada Line and Evergreen Line in future years, the transit police service will also need to expand to provide the required policing services. Senior management at the police service are already looking at the long term planning required for the expanded service (such as recruit hiring ramp up) while working to build the infrastructure needed for the existing police service (e.g., facilities).

Anecdotal and actual comments from staff, Chief Officer, Deputy Chief Officer and other key stakeholders have been positive towards the new policing unit.

There is considerable interest in the transit police operation and, this Spring, Solicitor General John Les and Alberta MLA Art Johnson both visited the police facility and were provided a briefing.

For reference, the police service now has a website, www.gvtaps.bc.ca, for communication with the public and that is also utilized for police officer recruitment.

Anti-Terrorism Initiatives

The transit police service is well positioned to be part of anti-terrorism initiatives, particularly intelligence gathering and intelligence sharing, joint projects/operations, specialized training, and first response. The police service utilization of PRIME and certain E-COMM services will enhance information flow and interoperability of technological systems with JPDs.

The Chief Officer and Deputy Chief Officer currently liaise with other law enforcement agencies (local and national) on transit security threats and anti-terrorism, and are involved in Greater Vancouver Transportation Authority coordinated planning/strategy to address the same types of issues. The Chief Officer is part of a national consultation on transportation security.

CONCLUSION

The implementation of this Designated Policing Unit (a unique policing structure in BC and Canada) has involved co-ordination and co-operation with numerous external and internal resources and agencies. Creation and implementation of the transit police required and will continue to require ongoing support and involvement from JPDs, Police Services Division, Justice Institute of BC Police Academy, TransLink and its subsidiaries.

The transit police service has established partnerships with JPDs that will enhance TransLink's ability to provide a safe traveling environment for the general public and a safe working environment for transit employees. These partnerships will further aid in combating crime in and around transit property, where the transit police may be in the best position to provide a presence and first response.