



SHUNIAH POLICE SERVICES BOARD

A G E N D A

Regular Meeting to be held on

September 19, 2016 at 5:00 pm

***In Council Chambers
420 Leslie Avenue, Thunder Bay ON***

- 1) CALL TO ORDER {res}**
- 2) APPROVAL OF AGENDA {res}**
- 3) DISCLOSURE OF PECUNIARY INTEREST**
- 4) MINUTES OF PREVIOUS MEETING**

Minutes of the Police Services Board meeting held on June 20, 2016 {res}

- 5) BUSINESS ARISING FROM THE MINUTES**
- 6) PETITIONS AND DELEGATIONS**
- 7) REPORTS**

- A) OPP Monthly Report – {to be presented at meeting}**
- B) Status Report of Ongoing Business**

- 8) CORRESPONDENCE**
 - A) Thunder Bay OPP - July, August, and September 2016 newsletters**
 - B) Johnstone & Cowling LLP Police July Newsletter**
 - C) OMERS Sponsors Corporation Decision – OMERS Board Composition**
 - D) OPP News Portal Functionality Restored**
 - E) 1000 Officer Program – Signed Contract**
- 9) OLD BUSINESS**

10) NEW BUSINESS

- A) Registration Zone 1 - OACP/OAPSB Joint Meeting October 5-7th – Thunder Bay, Ontario {res}
- B) OAPSB Labour Seminar 2016 October 20th & 21st – Toronto, Ontario {res}
- C) Appoint New Secretary of Police Services Board {res}

11) OTHER MATTERS FOR DISCUSSION

- A) Dementia Friendly Training
- B) Independent Police Oversight Review – Questions for Police Services Boards
- C) OAPSB Member Survey

12) ADJOURNMENT {res}

**MINUTES OF THE FOURTEENTH REGULAR MEETING OF THE
SHUNIAH POLICE SERVICES BOARD HELD ON THE TWENTETH OF
JUNE 2016 AT THE MUNICIPAL OFFICE 420 LESLIE AVENUE,
THUNDER BAY ONTARIO AT THE HOUR OF 5:00 P.M.**

PRESENT:

Board Members:

Don Smith, Chair & Council Appointee
Bob Zale, Provincial Appointee
Robert Van Natto, Municipal Appointee

Police Representatives:

Detachment Commander
Staff Sergeant Jim Graham
Constable Gary Wojciechowski
Sergeant John Reppard

Also Present:

Andrea Strawson, Secretary

1) CALL TO ORDER

Resolution No. 258/16

Moved By: Bob Zale

Seconded By: Robert Van Natto

THAT the Shuniah Police Services Board meeting is hereby called to order at the hour of 5:00 pm.

CARRIED

2) APPROVAL OF AGENDA

Resolution No. 259/16

Moved By: Robert Van Natto

Seconded By: Bob Zale

THAT the agenda be accepted as presented.

CARRIED

3) DISCLOSURE OF PECUNIARY INTEREST

There was no pecuniary interest by any member of the Board on any item listed on the agenda.

4) MINUTES OF PREVIOUS MEETING

Minutes of the Police Services Board meeting held on May 16, 2016.

Resolution No. 260/16

Moved By: Bob Zale

Seconded By: Robert Van Natto

THAT the minutes of the Police Services Board meeting held on May 16, 2016 be adopted as circulated.

CARRIED

5) BUSINESS ARISING FROM MINUTES

6) PETITIONS AND DELEGATIONS

- Don Smith thanked the O.P.P. for recommending and providing Forensic Officer, Al Macdonald, to perform the break and enter presentation that took place at the community BBQ on June 18th. He provided excellent information and was very approachable, engaging, and people felt comfortable asking questions.
- Sergeant John Reppard requested a thank you letter be written and provided to the O.P.P to support Al MacDonald in future endeavors.

7) REPORTS

A) Ontario Provincial Police (OPP) Monthly Report – May Report

P/C Wojciechowski reviewed the monthly report for the board.

- It was verified that the male involved in the property dispute on May 13th owned the property
- It was verified the suspicious male pedestrian on Lakeshore on May 31st was not a Shuniah resident
- A discussion occurred regarding the MCV involving an 11 year old female cyclist. It was confirmed she was not wearing a helmet and she is home safe recovering.

8) CORRESPONDENCE

A) Thunder Bay OPP - June 2016 newsletter

B) Collection of Identifying Information in Certain Circumstances – Prohibition & Duties: In-Force Dates

- The SPSB will adopt the O.P.P's policy once it is completed

9) OLD BUSINESS

10) NEW BUSINESS

11) OTHER MATTERS FOR DISCUSSION

A) Bob Zale's Final Meeting

- Don Smith thanked Bob Zale for his contribution over the last 8 years to the SPSB and presented him with a certificate of appreciation and a Shuniah sweater.
- Jim Graham thanked Bob Zale and presented him with a plaque expressing the O.P.P.'s appreciation for his service.
- Bob Zale thanked all the SPSB members individually and expressed appreciation for their support and the time they had spent together.
- Pictures were taken of the SPSB members with Bob Zale and his appreciation certificates.
- Don Smith directed the secretary to submit an article to the Shuniah news in September 2016 regarding Bob Zale's contribution to the SPSB.

12) ADJOURNMENT

Resolution No. 261/16

Moved By: Robert Van Natto
Seconded By: Bob Zale

THAT the hour of 5:20 pm. Having arrived and meeting adjourn.

CARRIED

CONFIRMED AND ADOPTED THIS

DAY OF

, 2016

Chair

Secretary

STATUS REPORT of ONGOING BUSINESS

ITEM	ACTION REQUIRED	RESPONSIBILITY	STATUS
Al Macdonald Letter	Write thank you letter to Al Macdonald for his contributions and provide to John Reppard.	Secretary	email forwarded to John Reppard
Bob Zale recognition	Submit article to Shuniah News in September 2016 regarding Bob's Zale's contribution to the SPSB	Secretary	Completed



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THUNDER BAY OPP – JULY NEWSLETTER

OPP REMIND MOTORISTS TO DRIVE SAFELY OVER CANADA DAY HOLIDAY

With the Canada Day holiday approaching, Thunder Bay Ontario Provincial Police (OPP) want to remind motorists to take care and use caution when travelling on roadways and highways.

Thunder Bay OPP officers will be conducting Reduced Impaired Driving Everywhere (RIDE) and seatbelt spot checks ensuring strict compliance when it comes to impaired driving, and ensuring seatbelt usage.

The four main driving behaviours that put all road users at risk are: driving while impaired by alcohol or drugs; lack of occupant restraint; driving while distracted; and aggressive driving.

Every road user can play a part in reducing the “Big 4” killers on our roads during these summer months and throughout the year.

With the end of the school year here, children will be outdoors enjoying the summer months. OPP are asking motorists to be extra observant for children playing and walking along roadways. Reduce your speed in residential areas and areas where children are known to be such as parks and playgrounds.

Have a safe Canada Day holiday.

OPP ATTEND NATIONAL ABORIGINAL DAY EVENT AT MARINA PARK

On June 21, the National Aboriginal Day event in Thunder Bay took place at the Marina Park. Thunder Bay OPP officers attended the event and enjoyed the festivities and celebration of the First Nations, Inuit and Métis peoples.

June 21 is National Aboriginal Day (NAD), a day for all Canadians to recognize and celebrate the unique heritage, diverse cultures and outstanding contributions of First Nations, Inuit and Métis peoples. The Canadian Constitution recognizes these three groups as Aboriginal peoples.

Although these groups share many similarities, they each have their own distinct heritage, language, cultural practices and spiritual beliefs.



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In cooperation with Aboriginal organizations, the Government of Canada chose June 21st, the summer solstice, for National Aboriginal Day. For generations, many Aboriginal peoples and communities have celebrated their culture and heritage on or near this day due to the significance of the summer solstice as the longest day of the year.

What led to the creation of NAD?

NAD was announced in 1996 by then Governor General of Canada, Roméo LeBlanc, after consultations and statements of support for such a day were made by various Aboriginal groups.

- In 1982, the National Indian Brotherhood (now the Assembly of First Nations) called for the creation of National Aboriginal Solidarity Day.
- In 1995, the Royal Commission on Aboriginal Peoples recommended the designation of a National First Peoples Day.
- The Sacred Assembly, a national conference of Aboriginal and non-Aboriginal people chaired by Elijah Harper, called for a national holiday to celebrate the contributions of Aboriginal peoples, also in 1995.

The preceding information was provided by Nadtbay.ca

FIREWORKS SAFETY TIPS

To minimize the risk of fire and burn injury, the fire service does not recommend family fireworks or informal neighbourhood displays.

The fire service recommends attending public fireworks displays hosted by your municipality or other responsible organization.

If you still choose to have a family fireworks or an informal neighbourhood display, check with your local fire department about regulations regarding fireworks. Here are some important safety tips to be followed:

- Appoint a responsible person to be in charge. Only adults who are aware of the hazards and essential safety precautions should handle and discharge fireworks.
- Carefully read and follow the label directions on fireworks packaging.
- Always keep a water hose or pail of water close by when discharging fireworks.
- Discharge fireworks well away from combustible materials like buildings, trees and dry grass.
- Keep onlookers a safe distance away, upwind from the area where fireworks are discharged.
- Light only one firework at a time and only when they are on the ground. Never try to light a firework in your hand or re-light dud fireworks. For dud fireworks, it is



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best to wait 30 minutes and soak them in a bucket of water. Dispose of them in a metal container.

- Discharge fireworks only if wind conditions do not create a safety hazard.
- Keep sparklers away from children. Sparklers burn extremely hot and can ignite clothing, cause blindness and result in severe burns. As the sparkler wire remains hot for some minutes after burnout, it should be immediately soaked in water to avoid injury.
- If someone gets burned, run cool water over the wound for three to five minutes and seek medical attention, if necessary.

The preceding information was provided by the Ministry of Community Safety and Correctional Services

NEEBING TAILGATE SALE

On Saturday, June 20, P/C Diana Cole, Canine officer, P/C Corey Parrish and his partner, Yukon as well as Auxiliary Officer Deb Muller attended the Neebing Tailgate Sale and fundraiser in support of the Neebing Fire Department. The officers interacted and provided information to the public but most of the interest was on Yukon. P/C Parrish provided those that attended with information about the canine unit, information on Yukon and performed a few demonstrations.

OPP “KIDS” GRADUATION

Over the past 12 weeks P/C Diana Cole has delivered the OPP KIDS Program to grade 5/6 students from McKenzie Public School, Gorham and Ware Public School and Whitefish Valley Public School.

The OPP KIDS Program, which stands for Knowledge, Issues, Decisions and Supports, is an OPP initiated program that consists of five components. The five components consist of: Youth and the Law, Peer to Peer Relationships, Online and Social Media Awareness, Drug Awareness, and Mental Health Awareness. The program is a 12 week program which involves use of a workbook, videos and classroom discussion regarding the component being taught.

During the last week of school, the students from McKenzie Public School, Gorham and Ware Public School and Whitefish Valley Public School celebrated their hard work with a graduation. Each student received a diploma certificate, and an OPP KIDS T-shirt. The OPP would like to thank the principals and teachers for their support and participation with this program.



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SAFE BOATING DAY EVENT AT MARINA

Thunder Bay OPP would like everyone heading out on the waterways to reflect upon the numerous tragic and preventable deaths and injuries that occur on Ontario's lakes and rivers, due to careless behaviour, every year.

Check the load capacity of your boat. Take a second trip, if necessary, to avoid over loading your boat. Distribute the load evenly so that your vessel is not prone to tipping or taking on water.

A big wake can easily upset a smaller craft and can cause property damage along shorelines. Boating restriction regulations limit speed to 10 km/hour when operating within 30 meters of shore.

Drinking and boating is just as dangerous as drinking and driving, and the same Criminal Code laws apply. It is also an offence to have open liquor in your vessel unless it is moored for the night and has a washroom, cooking and sleeping facilities.

Boats vary in their size and configuration. Larger vessels need more space to manoeuvre and greater distances to stop. In addition, larger vessels tend to have blind spots that can limit the operator's view of smaller vessels operating nearby. Persons operating these larger boats must also be mindful of the wake potential of their craft. A big wake can easily upset a smaller craft and can cause property damage along shorelines.

Fuel-check your tank and remember: 1/3 to travel, 1/3 to return, 1/3 for reserve.

All persons operating a boat are required to have a Pleasure Craft Operator Card.

OPP data shows that eight out of ten victims who die in fatal boating incidents are not wearing a personal floating device (PFD). Every vessel must have a personal floatation device or lifejacket for everyone on board, and they must be accessible to all. Wearing a lifejacket can save your life.

The OPP will be at the Public Dock at the Marina on Monday, July 4, 2016 from 12:00 pm to 2:00 pm. Hope to see you there.

OPP GOLDEN HELMETS PERFORM DURING OPENING CEREMONY AT CAN AM POLICE FIRE GAMES

The OPP Golden Helmets will be performing at the opening ceremony of the Can Am Police Fire Games. The event will take place on Water Street (outside Marina Park area) at 1:00 pm.



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The Ontario Provincial Police Golden Helmets Precision Motorcycle Team was formed in 1963. Each year they tour the Province of Ontario giving exhibitions of superb riding skills at fairs, festivals and parades.

The 20-member team, comprised of OPP officers on regular patrol duties, consists of the Ride Master, Commentator, the motorcycle technician and 17 riders. Each team member must have successfully completed a three week motorcycle course and at least one season on motorcycle patrol. The members must be in good physical condition and possess a police fitness pin.

The motorcycles used by the Golden Helmets are Harley Davidson Police Specials. They have 1690 c.c. engines and weigh 800 pounds. These motorcycles are the same ones used on normal patrol.

During each 30-minute performance the riders take their machines through a series of complex patterns, which are intended to demonstrate the maneuverability of the machines and the riders' skills.

Although a nucleus of the team stays on from year to year, there are always changes and each spring new members have to be trained. The team executes an average of 30 performances per season, which runs from June to September

Location: Water Street (outside Marina Park area)

Time: 1:00 pm

WILD LIFE SAFETY MESSAGE FOR MOTORISTS

Thunder Bay OPP would like to remind motorists to watch out for wildlife on our highways and roadways. Recently there have been a number of collisions with wildlife reported to police. The wildlife involved being, deer, moose and bears but most often, deer.

If you spot a deer at roadside or crossing the road, slow down as there will likely be others nearby. Too often a motorist will brake for the initial deer crossing the road and while looking in the direction of the deer that has just crossed, not see the 2nd or 3rd deer coming behind. In such a case, a collision is almost certain.

Drivers are being asked to be vigilant and to watch for large wild animals crossing roadways throughout the area this spring as wildlife becomes more active.

As drivers, many of us are aware that any contact between a motor vehicle and an animal can result in significant damage and in some cases even death. Wild animals are unpredictable at all times.



- On average, there is a motor vehicle/wild animal collision every 38 minutes in Ontario.
- One out of every 17 motor vehicle collisions involves a wild animal
- 89% occur on two-lane roads outside of urban areas
- 86% occur in good weather

Reduce Your Collision Risk

- Scan the road ahead from shoulder to shoulder. When you see wildlife beside the road, slow down and pass carefully as they may suddenly bolt onto the road.
- Watch for the yellow wildlife warning signs that indicate an area of increased risk. Slow down when travelling through these areas.
- Use high beams at night where possible and watch for glowing eyes of animals.
- Stay in control. Watch your speed and take extra precautions when driving at night as visibility is greatly reduced. Slowing down will give you that extra second to respond.
- Never swerve suddenly. This could cause your vehicle to go out of control or head into oncoming traffic.
- Brake firmly if an animal is standing on, or crossing the road. Never assume the animal will move out of your way.
- Stop as safely as possible if a wild animal is crossing the road. Remember, deer often move in groups. If you see one, know there are likely more in the vicinity.
- If possible, avoid driving during dusk or dawn when most wildlife collisions occur. Swerving to avoid hitting a wild animal may result in a more serious collision. If hitting a wild animal is unavoidable, remember to stay in control.
- People who live adjacent to highways are encouraged not to feed deer as this increases the probability of motor vehicle collisions, resulting in more personal injuries and increased deer mortality.
- Motorists should watch for these potential problem areas and drive carefully when passing through them.

For more information, please refer to the Ministry of Transportation website at www.mto.gov.on.ca

For public safety tips residents may check out the OPP web-site at www.opp.ca

As always, for the safety of all of those travelling our roadways, remain alert!

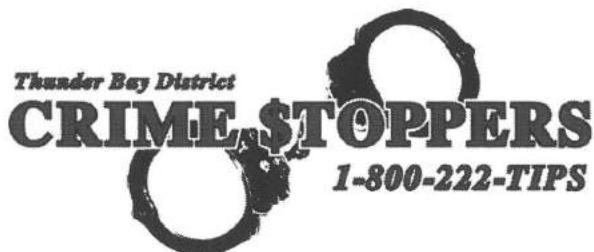


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CRIME STOPPERS

Crime Stoppers look forward to continuing to work with the community on Crime Prevention initiatives. Keep in mind that if you have any information about any crime, we ask that you contact Crime Stoppers at 1-800- 222- TIPS or 623-TIPS or submit a web tip at www.tipssubmit.com. Remember your identity will remain anonymous and you could be eligible for a reward of up to \$2,000.00 and you will never have to testify in court.



July is.....

Marine Safety Days

18-26 National Drowning Prevention Week

August is.....

9 National Peacekeeper's Day

12 International Youth Day

If there are other topics you would like addressed in this newsletter or have some ideas, please do not hesitate to call me.

P/C Diana Cole
Thunder Bay OPP Community Services Officer
807-939-2133



THUNDER BAY OPP – AUGUST NEWSLETTER

OPP COMMUNICATIONS CENTRES INUNDATED WITH CALLS RELATED TO CANADA REVENUE AGENCY SCAM

Last month, the Ontario Provincial Police (OPP) warned the public with regards to the ongoing Canada Revenue Agency (CRA) Scam that is running rampant throughout Ontario. It has now come to our attention that our Provincial Communications Centres have been inundated with calls from the public advising that they received one of these calls. It is not necessary to contact the OPP to report that you have received one of these calls unless you are a victim of Fraud that can be attributed to this scam.

Any calls regarding the Canada Revenue Agency Scam should be directed to the Canadian Anti-Fraud Centre at 1-888-495-8501 or to their website at www.antifraudcentre-centreantifraude.ca. This website will provide an online means of reporting and offers great tips so that you do not become a victim of this or any other fraud.

Some of our Communications Centres have received upwards to 100 or more calls per day from people wanting to advise that they received one of these scam related calls and although your intentions are appreciated, it is these calls which are at times restricting the OPP's ability to take calls for service from the public that require a police response.

The following link to the Canada Revenue Agency website will assist in recognizing this and other scams that are plaguing Canadians:

<http://www.cra-arc.gc.ca/nwsrm/lrts/2015/l150610-eng.html>

ARE ONTARIO DRIVERS GETTING BETTER OR WORSE AT SLOWING DOWN AND MOVING OVER FOR ROADSIDE EMERGENCY VEHICLES?

OPP Launch "Move Over" Campaign Over Civic Day Long Weekend

The Ontario Provincial Police (OPP) are reporting that 2015 marked one of the highest numbers of OPP charges laid against drivers who failed to slow down and move over for roadside emergency vehicles since the Move Over law was enacted in 2003.

The OPP laid a total of **2,031** charges last year under Ontario's Move Over law [Highway Traffic Act Section 159 (2)(3)]. The only year that saw a higher number was in 2008 when more than **2,800** charges were laid.



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Over the Civic Day Long Weekend (July 29-August 1, 2016) the OPP will be conducting a Slow Down, Move Over enforcement and education campaign. With heavy traffic volumes expected throughout the province, highways and roads will see a greater presence of roadside emergency vehicles, making it a particularly important time for drivers to act in accordance with this law.

Drivers are being reminded that in 2015, the law was amended to include slowing down and, on multi-lane highways, moving over for tow trucks parked on the roadside with their amber lights flashing. The law carries a fine range of \$400 to \$2,000 and three demerit points, but the cost is far greater to police officers, other responders and drivers of approaching vehicles who are involved in roadside collisions every year.

In separate OPP-investigated incidents last year (2015), six OPP vehicles, another police vehicle, three ambulances and a tow truck were struck while stopped on the shoulder of a highway or road. The drivers who struck these vehicles were all charged under the Move Over law.

"Making a traffic or emergency stop on the shoulder of a busy highway or road sets a dangerous stage for police officers and our road safety partners, due to the risk of being struck, injured or killed by approaching vehicles whose drivers are not paying full attention. We are counting on all drivers to help ensure the safety of everyone by slowing down and, on multi-lane highways, safely moving over."

- Deputy Commissioner Brad Blair, Provincial Commander of Traffic Safety and Operational Support.

"We hope that all Ontarians have a safe Civic Day Long Weekend, and that those on our roads drive safely. We want to remind everyone of the importance of slowing down and, on multi-lane highways, moving over if it is safe to do so, when emergency vehicles – including tow trucks – are on the side of the road. When you see emergency lights on the shoulder, moving over is not only the safe thing to do, it is the law.

Motorists need to be aware of what's happening on our highways and ensure they do their part to keep our roads safe for everyone.

- David Orazietti, Minister of Community Safety and Correctional Services

Heading into the long weekend, the OPP is reporting that the past four days (July 23-26) have been particularly tragic with nine people having died on OPP-patrolled roads. Two of the collisions resulted in multiple fatalities. Among the deceased were seven vehicle occupants, a motorcyclist and a cyclist.

The OPP is reminding the public that officers will be out on roads, waterways and trails over the weekend and are counting on Ontarians and tourists to stay safe so that everyone can enjoy the weekend and make it home safely.



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DID YOU KNOW?

- Since 1989, five OPP officers have died when they or their roadside vehicles were struck by approaching vehicles.
- Ontario was one of the first provinces to implement Move Over legislation.

LEARN MORE

[Move Over. Leave a Lane. It's the Law.](#)

[Road Safety: Emergency Vehicles](#)

WHAT TO DO WHEN ENCOUNTERING AN EMERGENCY VEHICLE

There are certain steps you need to take when an emergency vehicle is approaching in either direction. Find out what you need to do on different kinds of roads.

On a multi-lane highway

- Slow down, signal and move to the right.
- If possible, pull as close as you can to the right side of the roadway and stop when safe to do so.
- Don't move onto the shoulder.

On a two-lane road

- Signal and move to the right.
- Pull as close as possible to the right edge of the road, clear of any intersection, and stop.

On a one-way street

- Signal and pull to the right or the left side of the street, clear of any intersection, and stop.

In an intersection

- Traffic in all directions must yield to emergency vehicles.
- Don't block the intersection.
- If an emergency vehicle is approaching from behind you, don't make a left turn - proceed straight through the intersection, then pull to the right and stop.



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Approaching a stopped emergency vehicle

"Slow Down, Move Over": If you see an emergency vehicle or a tow truck with its amber lights flashing stopped facing the same direction you are going, slow down and pass with caution.

If the road has two or more lanes, you must leave a lane of space between you and the emergency vehicle, if you can do so safely.

Tips

- stay alert
- avoid distractions
- keep the noise level down in your vehicle
- use your signals to alert other drivers you intend to pull over
- check your rear-view mirrors, and look in front and on both sides of your vehicle
- don't drive on or block the shoulder on freeways
- when the emergency vehicle has passed, check to make sure the way is clear and signal before merging back into traffic
- it's illegal to follow a fire vehicle or ambulance responding to a call, within 150 metres

Penalties

Drivers can be charged if they don't slow down, or move over when safe to do so, near emergency vehicles or tow trucks that are stopped with sirens or lights flashing.

First offence:

- \$400 to \$2,000
- 3 demerit points upon conviction
- possible suspension of driver's licence for up to 2 years

Subsequent offences (within 5 years):

- \$1,000 to \$4,000
- 3 demerit points upon conviction
- possible jail time (up to 6 months)
- possible suspension of driver's licence for up to 2 years

Preceding information provided by the Ministry of Transportation

**NEW RULES AT PEDESTRIAN CROSSOVERS AND SCHOOL CROSSINGS**

As of January 1, 2016, drivers, including cyclists, must stop and yield the whole roadway at pedestrian crossovers, school crossings and other locations where there is a crossing guard.

These new rules do not apply to pedestrian crosswalks at intersections with stop signs or traffic signals, unless a school crossing guard is present.

Only when pedestrians and school crossing guards have crossed and are safely on the sidewalk can drivers and cyclists proceed.

For Pedestrians

It is up to both drivers and pedestrians to keep everyone safe on Ontario roads. Learn more about how to stay safe as a pedestrian and as a driver.

- Cross only at marked crosswalks or traffic lights. Don't cross in the middle of the block or between parked cars.
- Make sure drivers see you before you cross. If the driver is stopped, make eye contact before you step into the road.
- Wear bright or light-coloured clothing or reflective strips, especially at dusk or when it's dark.
- At a traffic light:
 - Cross when traffic has come to a complete stop.
 - Begin to cross at the start of the green light or "Walk" signal, where provided.
 - Do not start to cross if you see a flashing "Do Not Walk" symbol or the light turns yellow. If you already started to cross, complete your crossing in safety.
 - Never cross on a red light.
- Watch for traffic turning at intersections or turning into and leaving driveways.

For Drivers

Pay special attention to pedestrians as you drive. Here are some tips to follow:

- Always look for pedestrians, especially when turning.
- Watch for children. Drive slowly and cautiously through school zones, residential areas, or any other area where children could be walking or playing.
- Watch out for Community Safety Zone signs that indicate areas where public safety is a special concern, including the possibility of encountering pedestrians.
- Be patient, especially with seniors or pedestrians with disabilities who need more time to cross the road.



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- Drive carefully near streetcar stops with islands or zones for passengers getting on and off. Pass them at reasonable speeds, and always be ready in case pedestrians make sudden or unexpected moves.

Fines

Drivers will be fined \$150 to \$500 and 3 demerit points for offences at pedestrian crossings, school crossings and at crosswalks where there are traffic signals. The maximum fine for running a red light - a practice that puts pedestrians at risk - is \$200 to \$1000.

Fines are doubled in Community Safety Zones, near schools and public areas. These areas are clearly marked with signs.

For Parents

Show your children how to cross a road safely. Teach them to:

- Stay to the side of the road, walking as far away from traffic as they safely can.
- Stop at the edge of the sidewalk, and look both ways before crossing the road.
- Take extra care on roadways that have no curbs.
- Watch out for blind corners (for example, a car coming out of an alley may not see a child pedestrian about to cross).

Preceding information provided by the Ministry of Transportation

SAFETY REMINDERS FOR BACK TO SCHOOL

Students from the Lakehead District School Board will be returning to school on Tuesday, August 30, 2016. Students from the Thunder Bay Catholic District School Board will be returning to school on Wednesday, September 7, 2016. As students return to their respective schools, here are some back to school safety reminders:

School Bus Travel

Research conducted by Transport Canada shows that school bus travel is one of the safest methods of transportation. It is 16 times safer than travelling in a family car per passenger/kilometre of travel. Although school buses have an excellent safety record, mishaps can happen. These mishaps can include instances where children are injured while riding on the bus. It is more common however, for injuries to be sustained once outside the bus, including being hit by their own school bus or other vehicles.

Every driver must remember that when approaching a stopped school bus (on a non-divided road) that has its overhead red signal-lights flashing and side stop sign out,



must stop before reaching the bus and must not proceed until the bus moves or the overhead red signal-lights have stopped flashing.

Getting to and on the school bus:

- Arrive at the bus stop at least five minutes before the scheduled pick up time.
- Children should never run after the school bus to try to catch it. If you miss the bus, go back home or if you are at school, report to a teacher.
- Stay on the sidewalk, well away from the roadway and stay back until the bus has come to a full stop and the door opens. If your child needs to cross the street, teach them to look to the left, then to the right, and to the left once more before crossing the street.
- Use the handrail when boarding or exiting the bus.

Riding on the school bus:

- Take a seat as quickly as possible, put belongings under the seat and stay seated.
- Never stick anything out of the window, including arms or heads.
- Save food for snack time at school or until you get home.
- Wait until the school bus comes to a complete stop before getting off.

After riding on the school bus:

- When getting off the bus: take two large steps away from bus. If you must walk in front of the bus, walk ahead at least three metres (10 giant steps).
- The driver must be able to see you and will give a signal when it is safe to cross. Cross in a single file.
- If a child drops something near or under the school bus, they should never attempt to retrieve it without the driver's permission.

Travel by Car

Parents and guardians must respect their child's school safety measures for dropping off and picking up their children at school. Every effort must be made to avoid collision and injury by refraining to create hazardous situations of traffic congestion and unsafe driving practices within the school zone. Respect posted speed limits, and designated drop-off and pick-up areas.

Travel by Bicycle

To ride a bicycle to and from school, children must be mature enough (minimum 9 – 12 years old), and must have enough experience. The rider should be able to scan ahead and check behind without swerving.



Ontario Provincial Police

Newsletter

To ensure safe cycling, young cyclists must:

- Wear a properly-fitted helmet, and have clothes that are suited for cycling (e.g. their pants tucked in).
- Have their bikes fitted properly and in good working order. The bike should have a regular maintenance check-up and should have a bell. It is also a good idea to have a safety flag.
- Know and obey all traffic rules, signs and signals. They must signal turns and stops. Ride in a straight line in the same direction as traffic and stop at every stop sign.
- Be predictable to other road users by riding with the traffic usually on the right hand side of the roadway.
- Never ride in the dark. If an older child must ride in the dark, make sure that reflective clothing and night-accessories (e.g. reflectors and lights) are used.

Walking to school

Many children use roadways to make their way to and from school. Parents and guardians must review road safety rules with their children and the importance of not accepting rides or any invitations from strangers. It is best to walk with a buddy and keep focused on getting straight home.

To keep safe on roads, children pedestrians must:

- Find a safe and direct route to school with the help of their parents. Hazards should be identified (train tracks, busy intersections, etc.) and a designated route with safety rules should be established.
- Stay on sidewalks whenever possible. If there is no sidewalk, use the left side of the road facing traffic.
- Cross streets only at crosswalks and learn to look to the left, the right and then left again before proceeding, even at intersections with pedestrian walk signs.
- Wait until traffic comes to a stop before crossing. Make sure drivers see you before you cross.

Prevention is the key to safety. With education and awareness, all children should be able to get safely to school and home again. Take the time to share these valuable rules and tips with your children.

Preceding information provided by Canada Safety Council

SUCCESSFUL CAN-AM POLICE FIRE GAMES COME TO A CLOSE

Thunder Bay played host to 571 competitors and their families from 18 U.S. states and 7 Canadian provinces as well as Australia, England and Ukraine. Several competitors registered for multiple events resulting in a total of 1,880 event entries.

"Five years of planning has paid off and led to a very successful Games experience," says Thunder Bay Police Chief and Games Board Chair J.P. Levesque.



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"Thunder Bay has once again stepped up and shown what true hospitality means and displayed the true spirit of volunteerism. Competitors gave it their best in their events, had fun and met new friends and comrades. This is exactly what we had hoped for."

"On behalf of the Can-Am Police-Fire Games Federation we want to send out a big thank you to Games Chair and Police Chief J.P. Levesque and the rest of the Thunder Bay organizing committee for a wonderful week of camaraderie and fitness for all of our competitors and their families," says Bill Merrylees, CEO of the Can-Am Police-Fire Games Federation. "Many competitors approached me this week to tell me how much they enjoyed the venues and socials and say how nice the volunteers were and made them feel at home. Thank you Thunder Bay!!"

Hosting an international event of this calibre is only possible with the support of the community and expectations were exceeded with 544 volunteers and over 100 sponsors coming on board.

Organizers are proud of the stamp Thunder Bay has put on the Can-Am Games. Civilian emergency services personnel were eligible to compete for the first time. Cross fit and bocce were added to the Games program and made successful debuts. The 25 team entries for the Angling event is the most ever for a Can-Am Games.

The "Guns 'n Hoses" competitors lounge was much more successful than at recent other Games. Competitors also enjoyed the enhanced social media presence provided by the 2016 Games.

The two Thunder Bay athletes presented with the ceremonial number one and two race bibs just prior to the Games did not disappoint. Jon Balabuck of Thunder Bay Fire Rescue wore the #1 bib and competed in 25 events winning 17 gold and 7 silver medals. The #2 bib belonged to Thunder Bay Police communications operator Ashley Goodlad who entered 15 events and won 14 gold medals and 1 bronze.

Several athletes representing the Ontario Provincial Police (OPP) placed in the medal standings.

Presented by Tbaytel, the 2016 Can-Am Police-Fire Games began July 16. The Games are a not-for-profit event in support of the Boys & Girls Clubs of Thunder Bay and Thunder Bay Special Olympics. An announcement will follow in the weeks ahead regarding the amount raised for these worthwhile charities.

Started in 1977, the Can-Am Police-Fire Games promote physical fitness and camaraderie among and between law enforcement, fire, emergency and protective services personnel and their agencies. The Games are held every two years in either Canada or the U.S. The next Games will be held in Lake of the Ozarks, Missouri in 2018.



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CRIME STOPPERS

Crime Stoppers look forward to continuing to work with the community on Crime Prevention initiatives. Keep in mind that if you have any information about any crime, we ask that you contact Crime Stoppers at 1-800- 222- TIPS or 623-TIPS or submit a web tip at www.tipsubmit.com. Remember your identity will remain anonymous and you could be eligible for a reward of up to \$2,000.00 and you will never have to testify in court.



August is.....

9 National Peacekeeper's Day

12 International Youth Day

September is.....

10 World Suicide Prevention Day

20 World Alzheimer's Day

25 Police and Peace Officers' National Memorial Day

If there are other topics you would like addressed in this newsletter or have some ideas, please do not hesitate to call me.

P/C Diana Cole
Thunder Bay OPP Community Safety Officer
807-939-2133



THUNDER BAY OPP – SEPTEMBER NEWSLETTER

OPP REALIGNING DETACHMENTS IN NORTH WEST REGION FOR GREATER EFFICIENCY

A recent review of Ontario Provincial Police (OPP) detachments in the North West Region identified some opportunities for efficiencies and reinvestment. As a result, the Armstrong Detachment ceased to be a “stand-alone” detachment on August 1, 2016 and became part of the Thunder Bay Detachment as a satellite detachment.

The OPP continuously evaluates its operations to seek efficiencies and keep policing affordable for all the communities it serves. All levels of management, the Ontario Provincial Police Association, the Commissioned Officers Association and involved stakeholders have been engaged in this process to identify and address any concerns prior to the implementation.

Staffing levels at Armstrong Detachment will remain the same and the change will not affect frontline policing services or hours of operation.

The OPP will continue to exceed adequacy and effectiveness standards for policing everywhere we serve.

OPP REMIND MOTORISTS DRIVE WITH CAUTION CHILDREN ARE HEADING BACK TO SCHOOL

Once again it is time for students to head back to school and for motorists to be on the lookout for school buses and students. The Thunder Bay Detachment of the Ontario Provincial Police (OPP) would like to remind everyone that school buses will be on area roadways and highways beginning Tuesday, August 30, 2016.

Every driver encountering a stopped school bus that has its overhead red signal lights flashing, shall stop before reaching the bus and shall not proceed until the bus moves or the overhead red signals have stopped flashing (Section 175(11), (12) of the Highway Traffic Act). The minimum fine for failing to stop for a school bus is \$400.

Many children walk to school and motorists should also be aware of the increased pedestrian traffic as children make their way to school. Many may be distracted for the first day of class. Slowdown in school zones and be extra cautious. Motorists should watch for Community Safety Zones, where speeding fines are increased. Community Safety Zones are clearly marked with road signs and are found near schools.



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Adjust your driving, pay attention and be prepared to stop for children and school buses.
Make it safe for everyone.

LOCAL MAN CREDITS LIFE JACKETS FOR SAVING HIS AND HIS SON'S LIVES DURING ORDEAL ON LAKE SUPERIOR

On Saturday, June 11, 2016, a 43 year old male from Thunder Bay and his 12-year-old son set out fishing in a canoe at Portage Bay on Lake Superior. The male and his son, who were both wearing their lifejackets, set out at about 12:00pm on a hot, sunny day, with calm waters.

A short time later, the wind picked up causing the waves to grow. At this time, the male decided to return to shore. As they struggled to turn the canoe around to head to shore, the water and waves became very rough and pushed the canoe further out of the bay.

At approximately 12:35pm, a large wave lifted the canoe causing it to capsize, throwing the two males into Lake Superior. They were able to swim to the canoe with the assistance of their lifejackets and subsequently uprighted the canoe but it had filled with water. The son was able to sit in the canoe in waist deep water while his father hung on to the side of the canoe.

The two males attempted to wave for help with no response from anyone. The waves pushed the canoe into Black Bay and eventually further towards Black Bay Peninsula. The boat capsized several more times as large waves continued to hit the canoe.

The male's wife, who was very concerned for the safety of her husband and son, summoned the help of a local fisherman who began searching for the canoe. At approximately 6:00pm, the wife reported her concern to officers from the Thunder Bay Detachment of the Ontario Provincial Police (OPP) and OPP Marine officers were dispatched shortly thereafter.

During this time, the wife was advised by a neighbour that an OPP officer had a camp in the area. The wife attended and spoke with the off duty OPP officer who immediately got in his boat to look for the two males. At the time, the waves were five to six feet high with strong, gusty winds. At approximately 6:45pm, the officer located the father and son.

The father and son had been in the water of Lake Superior for approximately six hours. The officer transported the two males back to shore, and both were transported to hospital by ambulance for medical attention.

The male has indicated that without the life jackets both he and his son were wearing, they would not be alive today. He also feels their survival can be attributed to the fact that they both were able to remain calm and patient while waiting for help to arrive.



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EQUIPMENT TO HAVE ON BOARD FOR BOATING SAFETY

This year to date, there have been 12 boating fatalities on OPP patrolled waterways, with two of those fatalities occurring in the North West Region.

If you were out on the water would you recognize the signs of a vessel in distress? And more importantly, do you have all of the required safety equipment on board and do you and your crew know how to use it?

All pleasure craft operating on Canadian waterways must carry specified safety equipment for their size and type of vessel, as set out in Small Vessel Regulations. It's the law.

Regardless of the boating activity you enjoy, from power boating and riding personal watercraft, to canoeing, kayaking, sailing, you must have the minimum required safety equipment on board. The right safety equipment may be the only thing between you and a tragedy, should things go wrong on the water.

The Small Vessel Regulations set out the specific requirements for sailboards; paddleboats and water cycles; canoes, kayaks, rowboats and rowing shells; unpowered and powered pleasure craft under 6 meters; PWCs; and all pleasure craft over 6 metres in length. As your recreational vessel's size increases, so do the requirements for additional equipment.

So let's look at the requirements for a typical 7 metre pleasure craft. The first thing up is Personal Protection Equipment. The law requires that you have one Canadian-approved personal flotation (PFD) device or lifejacket of an appropriate size for every person on board. Pay special attention to your children's PFDs. These should be selected by size and weight, and have collars to keep their heads up in the water, a handle on the collar to lift them and a safety strap so the PFD does not slide up over their head. You might also wish to look into the new lines of inflatable PFDs.

These recently approved devices are lightweight, comfortable and cool in the summer's heat but must be worn while underway to qualify as an approved PFD.

The next key piece of your Personal Protection Equipment is a buoyant heaving line or an approved lifebuoy or ring. Both of these devices must have a line attached of at least 15 metres in length, providing for a good throwing distance to rescue someone who has found themselves in the water and in trouble. These pieces of equipment should be kept where it can be retrieved for instant use. To rescue someone from the water, every vessel with a freeboard (the distance from the water to the gunnel or edge of the boat) that is greater than 0.5 metres must also have a re-boarding device or ladder.

Boat Safety Equipment is next on the list of mandatory safety equipment. For our sample 7 metre craft you must carry a manual propelling device or an anchor with not less than 15 metres of rope, chain or cable. Should you find yourself with a mechanical



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failure or out of wind, you must be able to paddle or row yourself to safety, or anchor to avoid drifting into danger.

To keep your boat safe, you must also carry a bailing device. A bailer made from a bleach bottle or a manual pump that meets requirements for this size of boat. One key thing to remember is that the outlet hose on the manual pump must be long enough to reach from the bilge and over the side of the boat.

For all pleasure craft that are power driven, the law requires one class 5BC fire extinguisher. If your boat is equipped with a fuel burning-cooking, heating or refrigerating device, a second 5BC fire extinguisher is required. Remember to have your fire extinguishers inspected regularly.

To summon aid in case of emergency, specific Distress Equipment is required. Your boat must have a watertight flashlight for signaling and a minimum of 6 Canadian approved Type A, B or C flares. Keep the flares in a waterproof container to protect them from the damp.

The last requirement is to equip your boat with the specified Navigation Equipment for your size and type. You must have a sound signaling device, consisting of a whistle or air horn and navigation lights that meet the applicable standards set out in the Collision Regulations.

Remember this is a list of the minimum safety equipment required by law. It is a great idea to outfit your boat with extra safety that meets your type of boating and takes into consideration where you boat. Store all of your equipment in an easily accessible location and make sure all of your passengers know where the equipment is and how to use it.

Training in the use of safety equipment is important, especially when it comes to flares. The Canadian Power and Sail Squadrons in co-operation with Orion and Transport Canada have developed a hands on course in the proper use of signaling flares. They can be contacted at 1-888-277-2628 or www.cps-ecp.ca and click on 'courses'.

To learn more about safety equipment and determine the required equipment for your type and size of vessel, you can also visit www.boatingsafety.gc.ca or call the Boating Safety Infoline at 1-800-267-6687 and remember, Boat Safe – Return Safe. Enjoy your time on the water and "have many happy returns."

ENJOY THE LABOUR DAY LONG WEEKEND BUT DON'T BE DISTRACTED WHILE DRIVING

The Thunder Bay Ontario Provincial Police (OPP) would like to remind all motorists to be focused and attentive while driving during one of the year's busiest weekends – The Labour Day Weekend.



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Thunder Bay OPP officers will be on patrol on area highways and roadways looking for distracted drivers, impaired drivers, aggressive drivers and seat belt non-compliance.

Distracted driving continues to be a serious issue on our roads. The distracted driving legislation came into effect in October 2009. As of September 1, 2015 the new set fine for driving with a hand held communication device is \$490 and 3 demerit points upon conviction.

The OPP continues to focus on safety for everyone using the roadways. Be safe and make good decisions to ensure you arrive home safely to your family.

What counts as distracted driving

When you aren't focused on the road, things can happen fast.

Using your phone to talk, text, check maps or choose a playlist while you're behind the wheel all count as distracted driving – and they put you and others at risk.

Other activities like eating, reading or typing a destination into a GPS are also dangerous when you're behind the wheel.

It doesn't matter if you're on a highway or stopped at a red light – distracted driving could cost you.

Distracted driving statistics

In Ontario, deaths from collisions caused by distracted driving have doubled since 2000.

Ontario data on collisions from 2013 show:

- one person is injured in a distracted-driving collision every half hour
- a driver using a phone is four times more likely to crash than a driver focusing on the road

Penalties for distracted driving

The easiest way to avoid penalties for distracted driving is to not use a hand-held device when you're behind the wheel.

It's against the law to use hand-held communication (e.g. your phone) and electronic entertainment devices (e.g. DVD player, e-reader) while driving.

In fact, simply holding a phone or other device while driving is against the law.

You can use:

- a hands-free device (e.g. Bluetooth) but only to turn it on and off
- a mounted device (e.g. phone, GPS) as long as it is secure – not moving around while driving

If convicted, the penalty you face depends on the kind of licence you hold and how long you've been driving.

Drivers with A to G licences



If you have an A, B, C, D, E, F and/or G licence, you'll face bigger penalties when convicted of distracted driving:

- a fine of \$490, if settled out of court (includes a victim surcharge and the court fee)
- a fine of up to \$1,000 if a summons is received or if you fight the ticket in court and lose three demerit points

Novice drivers

If you hold a G1, G2, M1 or M2 licence, and are convicted of distracted driving, you'll face the same fines as drivers with A to G licences. But you won't receive any demerit points.

Instead of demerit points you'll face:

- a 30-day licence suspension for a first conviction
- a 90-day licence suspension for a second conviction
- cancellation of your licence and removal from the Graduated Licensing System (GLS) for a third conviction
- to get your licence back you'd have to redo the GLS program

Careless driving

You could face more charges – for careless driving – if you endanger other people because of any kind of distraction. This includes distraction caused by both hand-held (e.g., phone) or hands-free (e.g., Bluetooth) devices.

If convicted of careless driving, you may receive:

- six demerit points
- fines up to \$2,000 and/or
- a jail term of six months
- a licence suspension of up to two years

You could even be charged with dangerous driving – a criminal offence that carries heavier penalties, including jail terms of up to 10 years for causing bodily harm or up to 14 years for causing death.

Tips to avoid distracted driving

Use any of these tips to avoid distracted driving and its penalties:

- turn off your phone or switch it to silent mode before you get in the car put it in the glove compartment (lock it, if you have to) or in a bag on the back seat
- before you leave the house, record an outgoing message that tells callers you're driving and you'll get back to them when you're off the road
- some apps can block incoming calls and texts, or send automatic replies to people trying to call or text you
- ask a passenger to take a call or respond to a text for you if you must respond, or have to make a call or send a text, carefully pull over to a safe area
- silence notifications that tempt you to check your phone



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Calling 911

In an emergency, you can use your phone to call 911, but be sure to pull off the road to a safe area to make the call

Preceding information from Ontario.ca

OPP RECRUITING INFORMATION

Being successfully hired by the Ontario Province Police today is more of a challenge than it was just a short time ago.

The good news is that we are hiring recruits that are very competitive, something Commissioner Hawkes takes serious.

Province-wide, the OPP should be seeing close to 100 new recruits hired for each Ontario Police College intake for the foreseeable future.

So far in 2016, Uniform Recruiting has received over 1,000 applications from all Regions including some from outside of Ontario, and police officers from other services.

In the Northwest Region in 2016, 24 applications have been received. Of that number close to 50% are still in the recruiting process.

POLICE AND PEACE OFFICERS MEMORIAL DAY

Sunday, September 25, 2016

On September 24, 1998 the Government of Canada officially proclaimed the last Sunday of September of every year as Police and Peace Officers' National Memorial Day. This National Memorial Day gives Canadians an opportunity each year to formally express appreciation for the dedication of police and peace officers, which made the ultimate tragic sacrifice to keep our communities safe.

Unfortunately, our comrades are falling at an alarming rate; six to eight officers a year for the last twenty-three years. We now have a total of approximately seven hundred officers on the Honour Roll. The importance of their sacrifice is overwhelming.



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The Memorial Service is held every year to keep the memory of the men and women who have sacrificed their lives in the line of duty alive, and to ensure that the magnitude of their sacrifice will never be forgotten.

In 1978, the first Memorial honoured 14 officers. In 2008, the names of over 742 officers were engraved on the Honour Roll along with the perimeter wall on Parliament Hill, overlooking the Ottawa River and the Supreme Court of Canada.

BE CAREFUL WITH AUGMENTED REALITY PLAY

The North West Region Ontario Provincial Police (OPP) are reminding the public, young and old, to put their own safety and the safety of others first while using any augmented reality app. Incidents of individuals walking with their focus on their phone and not on their surroundings, individuals entering private property to engage in augmented reality play, as well as individuals driving while using these apps have police concerned.

Safety is everyone's concern. Please play responsibly - be aware of your surroundings, obey the laws in relation to other people's property, and don't play while driving.

Distraction can kill!

CRIME STOPPERS - CRIME TO BE SOLVED - BREAK AND ENTER

Crime Stoppers and the Ontario Provincial Police are asking for your help in solving a break and enter that occurred between May and July 2016 in Shuniah.

A garage at a residence was broken into and a large Snap On rolling tool chest containing a substantial quantity of mechanics tools was stolen. Along with the tools, an orange coloured 5 ton floor jack and 2 Hein Warner bottle jacks were also stolen.

Anyone with information about who may be responsible for this crime or any other crime is asked to call Crime Stoppers at 1-800-222-8477 or submit a web tip at www.tipsubmit.com.

Make the call that helps us all...your identity will remain anonymous and you could be paid a reward for information that helps solve this crime or any other crime. You will not have to testify in court.

Thunder Bay District Crime Stoppers is seeking motivated community members to join our board. Contact us at www.tbdcs.ca for more information on volunteering with us.

Crime Stoppers look forward to continuing to work with the community on Crime Prevention initiatives. Keep in mind that if you have any information about any crime, we



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ask that you contact Crime Stoppers at 1-800- 222- TIPS or 623-TIPS or submit a web tip at www.tipsubmit.com. Remember your identity will remain anonymous and you could be eligible for a reward of up to \$2,000.00 and you will never have to testify in court.



September is.....

10 World Suicide Prevention Day

20 World Alzheimer's Day

25 Police and Peace Officers' National Memorial Day

October is.....

Cyber Security Awareness Month

National Child Abuse Awareness & Prevention Month

Car Safety Month

Women's History Month

1 International Day of Older Persons

3 National Safe Communities Day

4-10 Mental Illness Awareness Week

10 World Health Day

If there are other topics you would like addressed in this newsletter or have some ideas, please do not hesitate to call me.

P/C Diana Cole
Thunder Bay OPP Community Services Officer
807-939-2133

Andrea Strawson

From: Sharma, Poonam (MCSCS) [Poonam.Sharma@Ontario.ca]
Sent: Monday, August 29, 2016 4:16 PM
Subject: Request for Police Services Boards update

ATTN: ALL Police Services Boards

It is time to update our records of all police services boards again. If you have not already done so, please provide us with the updated information on the following:

- Contact phone number, fax number and mailing address of the board
- Name of the board secretary
- Name(s) of municipal appointee(s)
- Name of community appointee
- Name of chair

We look forward to your update.

Poonam Sharma

Operations Unit / Public Safety Division / Ministry of Community Safety & Correctional Services

 Tel: (416) 212-1497 /  Fax: (416) 326-9351 /  e-mail: poonam.sharma@ontario.ca

If you have any accommodation needs or require communication supports or alternate formats, please let me know.

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Ontario Court Dismisses Impaired Driving Charges after Police Failed to Return Sikh Defendant's Turban

In *R v Singh*, the Ontario Court of Justice held that the police service breached a prisoner's right to freedom of religion in failing to return his turban to him for more than three hours, after it was accidentally removed. That breach justified excluding breathalyser evidence, ultimately resulting in dismissal of the charges against him.

Sardul Singh, an observant Sikh who wore a turban, was stopped by the Peel Regional Police Service (the "Service") RIDE program in December 2014. He was found to be over the legal blood alcohol limit, and as a result he was arrested. When the police were placing Mr. Singh in the back of their cruiser, they accidentally knocked off his turban, which was then placed in the front seat. When Mr. Singh arrived at the station, the breathalyser technician forbade Mr. Singh from wearing his turban while in custody. Eventually, about 90 minutes after Mr. Singh arrived at the police station, an officer asked him about his turban, which was returned to him after a further delay of more than an hour. In total, Mr. Singh's turban was withheld for more than three hours. During that time, Mr. Singh did not ask for his turban to be returned.

Since at least 2012, the Service has had a policy under which turbans could be removed for the purposes of conducting a search of a person in custody, but were to be returned promptly unless there were safety concerns, including the risk that the prisoner was suicidal. Any pins used to hold a turban in place could also be retained. In this case, neither the Crown nor the Service asserted that there were any safety concerns or other reasons justifying the retention of Mr. Singh's turban, which did not make use of any pins. The breathalyser technician later admitted at trial that he was not aware of the policy.

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Mr. Singh applied for the exclusion of the breath sample evidence on the basis that the Service's retention of his turban amounted to a violation of his right to freedom of conscience and religion under section 2(a) of the *Canadian Charter of Rights and Freedoms*.

Justice Copeland noted that case law existing at the time of Mr. Singh's arrest held that failure to return a prisoner's turban while in custody was not a trivial or insubstantial interference with the prisoner's freedom of religion, and therefore amounts to a violation of section 2(a) of the *Charter*. Although such a violation could be justified under section 1 if, for example, there were safety concerns, no possible justification was raised in this case. Accordingly, Justice Copeland proceeded to consider whether the breath sample evidence should be excluded under section 24(2) of the *Charter*, which in turn required him to consider three questions: (1) the seriousness of the breach of Mr. Singh's freedom of religion, (2) the impact of the breach on Mr. Singh's *Charter*-protected interests and (3) society's interests in a trial on the merits.

The facts of this case warranted exclusion of the evidence. The seriousness of the breach was heightened by the technician's ignorance of the policy, and by his colleagues' failure to follow it despite their awareness of it. There was simply no justification for retaining this important piece of religious headgear. Further, while the Court accepted that Mr. Singh was not seen by a large number of people without his turban, which would have further aggravated the infringement of Mr. Singh's rights, this did not, in itself, mitigate the seriousness of the breach. The impact on Mr. Singh's rights was significant: even though Mr. Singh did not ask for his turban back, being without it nevertheless left him feeling vulnerable and ashamed. In this case, the absence of a connection between the failure to return the turban and the breath sample evidence did not affect the impact of those actions on Mr. Singh's interests.

Justice Copeland then balanced the concerns above against society's interests in proceeding to a full trial on the merits. The public interest in prosecuting impaired driving offences is strong, and the breath sample evidence was crucial to the Crown's case. However, on the facts of this case, the long-term impact on the administration of justice favoured excluding the evidence, particularly in light of the diverse nature of Peel Region, which

was home to a large number of Sikh people. The Court must be seen to distance itself from the careless behaviour of the officers, who ignored the Service's well-established policy.

The charges against Mr. Singh were dismissed.

This case serves as a reminder of the importance not only of having appropriate policy responses to the diversity of communities served by police services, but also of ensuring robust compliance with such policies. Justice Copeland commented that the Service's policy appeared to strike an appropriate balance between the religious obligations of Sikh adherence and the operational needs of the Service. Regrettably, however, that policy simply was not followed in Mr. Singh's case.

OIPRD Finds That OPP DNA Sweep Was Overbroad, But Not Discriminatory

On 12 July 2016, the Ontario Office of the Independent Police Review Director (the "OIPRD") released a systemic review report, *Casting the Net: A Review of Ontario Provincial Police Practices for DNA Canvasses*. The report cleared the Ontario Provincial Police (the "OPP") of racial profiling in relation to a sexual assault investigation in 2013, but highlighted a number of shortcomings in relation to the OPP's collection of DNA samples, and issued recommendations about that investigative practice.

On 19 October 2013, a woman who lived alone was tied up and sexually assaulted in Bayham, a rural and predominantly agricultural area in southwestern Ontario. She described her attacker as a black man, between 5 feet ten inches and six feet tall, clean shaven, in his mid to late twenties and possibly with a Jamaican accent. She speculated that he was one of the migrant agricultural workers who lived in the area.

The OPP's investigation was subject to severe time constraints, as the attacker remained at large. As well, a number of migrant

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workers were imminently returning to their home countries. In the circumstances, the OPP decided to take DNA samples from every non-white migrant worker in the area, a practice known as a DNA canvass or sweep. A total of 98 samples were taken. Because the police did not have grounds to believe that any particular worker was the attacker, those samples were taken voluntarily. Eventually, police arrested Henry Cooper, a migrant worker from Trinidad, after he refused to provide a DNA sample. Mr. Cooper ultimately pleaded guilty to a number of offences including sexual assault with a weapon, and was sentenced to seven years' imprisonment.

In December 2013, an activist group, Justicia for Migrant Workers, lodged a complaint with the OIPRD, alleging that the OPP were motivated by racial prejudice in their conduct of the DNA sweep, which therefore amounted to racial profiling. They also alleged that the workers felt compelled to provide DNA samples, despite their ostensibly voluntary nature, and that the workers were not given sufficient assurance that the samples would be destroyed if they were cleared.

The OIPRD opted to deal with the complaint as a systemic issue under section 57 of the *Police Services Act* (the "PSA"). A lengthy review ensued, during which the OIPRD sought input from a variety of stakeholders including police services, criminal and human rights lawyers and activist organizations.

In its report, the OIPRD accepted that the OPP were justified in conducting the DNA sweep: the heinous nature of the crime, coupled with the acute time constraints, justified the use of that investigative tool, which ultimately led to the apprehension of the perpetrator. Further, there was no evidence that the OPP were motivated by racial profiling or discriminatory stereotypes.

The DNA canvass undertaken by the OPP was, however, overbroad. Even accounting for potential inaccuracies in the victim's description of her attacker, in many cases the characteristics of those whose samples were taken were very different from her description. Those sampled ranged from 22 to 68 years of age, from five feet two inches to six feet six inches in height, and from 110 to 328 pounds in weight. Had the police conducted a more limited canvass, they may have avoided creating the impression that they were motivated by discriminatory views about migrant workers. The OIPRD also found that the OPP failed to recognize the particular vulnerabilities of migrant workers, with the result

that the consents obtained from the workers may not, in the event, have been freely given. Finally, the OIPRD remarked that a number of the migrant workers did not understand that the samples taken would be destroyed.

The objective of the section 57 report was not to make findings of alleged misconduct, but rather to address larger, systemic issues. Accordingly, the OIPRD made a number of recommendations including the following:

- The OPP, and other police services that might reasonably be expected to conduct DNA canvassing, are to develop policies governing that practice in conformity with a model policy setting out a number of principles and best practices including:
 - DNA canvassing must be conducted in accordance with applicable human rights legislation.
 - DNA canvasses should only be used if justified by the seriousness of the offence and the prospect that such canvassing will further the investigation meaningfully.
 - An individual's permission to take a DNA sample must be obtained through fully informed and written consent.
 - All records of cleared individuals should be purged.
- Officers should be trained on the model policy.
- The OPP should publicize the steps taken to inform affected individuals in this case that their samples have been destroyed.
- In the future, the consent form should state clearly that samples will be destroyed, and that will not be used for any purpose other than the investigation.

This report delivers an important warning that DNA canvassing should be carefully tailored to suit the circumstances of the investigation. Going forward, police services should have regard to the practices outlined in the model policy.

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BC Police Constable Banned from Advocating Drug Legalization Wins Human Rights Complaint

In *Bratzer v Victoria Police Department*, the British Columbia Human Rights Tribunal (the “BCHRT”) held that the Victoria Police Department (the “VPD”) discriminated against a police constable when it restricted his activities as an advocate for the legalization of illicit drugs.

David Bratzer joined the VPD in 2007, and was employed as a police constable. Cst. Bratzer was also a member of a US-based pressure group, Law Enforcement Against Prohibition (“LEAP”), the objective of which was to press for the legalization and regulation of all illicit drugs. When he advised the VPD in 2008 that he joined LEAP, the Acting Chief expressed personal support for his convictions but cautioned that they could be met with resistance within the VPD.

The Acting Chief’s predictions came to fruition, as Cst. Bratzer’s public activities on behalf of LEAP, which included speaking engagements, authoring newspaper and magazine articles and giving evidence before Parliamentary committees, attracted strong criticism from within the VPD from 2009 onwards. Cst. Bratzer was harshly rebuked by an Inspector for having accused senior Vancouver police officers of political opportunism in a newspaper article. He was ordered not to participate in a conference on harm reduction, and not to comment publicly on the results of a referendum on legalizing marijuana in the American state of Washington. He was also sent a number of letters setting out restrictions on his activities, purporting to balance his right to freedom of expression against the need to protect the credibility of the VPD. Those restrictions included a prohibition on speaking directly to the media and participating in advocacy events aimed solely at legalizing drugs, including “smoke-ins”.

Cst. Bratzer brought a complaint before the BCHRT, alleging that the VPD’s actions violated section 13 of the BC *Human Rights Code*, which prohibits discrimination in employment because of political belief.

In its 81-page decision, the BCHRT held that the BC *Code*’s protection of political beliefs extended to cover both the beliefs themselves and the manner in which those beliefs are expressed. Therefore, the VPD’s argument that it had no quarrel with the content of Cst. Bratzer’s opinions, but merely with their expression, was insufficient to defeat his human rights complaint.

Turning to the alleged violations of the *Code*, the BCHRT held that the Inspector’s stiff rebuke of Cst. Bratzer’s public criticism of the Vancouver officers, which “stepped over the line of acceptable advocacy”, did not violate the *Code*. However, the VPD did violate the Code when it imposed blanket restrictions on speaking to media, as there was no reason why such a ban was necessary, provided that Cst. Bratzer made clear that he was commenting either as a private individual or as a representative of LEAP. The ban on attending political events, other than events where it was plain that the law would be broken, such as “smoke-ins”, was also an unjustifiable act of discrimination.

Recognizing that the situation was a novel and difficult issue, and that the VPD was acting in good faith in trying to balance its interests against those of Cst. Bratzer, the BCHRT imposed an award of \$25,000 for injury to dignity, well short of the \$65,000 sought by Cst. Bratzer.

This interesting case demonstrates that although there is a strong convergence in human rights law amongst Canadian jurisdictions, there are nevertheless certain important differences in the applicable legislation. Protection for political beliefs, opinions or activities is explicitly recognized in BC, Manitoba, New Brunswick, Newfoundland and Labrador, Nova Scotia, Prince Edward Island, Quebec, the Northwest Territories and the Yukon. In other jurisdictions, human rights protection for political beliefs may be restricted or non-existent. For example, the Ontario Court of Appeal held in *Jazairi v Ontario Human Rights Commission* that a political opinion is not automatically protected under the *Human Rights Code*, although it did not rule out the theoretical possibility that a political belief might attract such protection if it amounted to a “creed”. In that case, a professor’s strongly held views on Israel’s illegal occupation of Palestine were not protected under the Ontario *Code*. Had Cst. Bratzer been based in Ontario, it is much less likely that his human rights claim would have succeeded, as he would have had to establish that his beliefs were not merely personal political opinions, but rose to the level of a recognizable and cohesive belief system or structure.

July 2016

Alberta Court of Appeal Upholds Conviction of Officer for Abetting Assault on Suspect in Custody

In *Rogers v Edmonton (Police Service)*, the Alberta Court of Appeal unanimously upheld the finding that a police constable abetted his partner in attacking a man who had been taken into custody for assaulting his elderly mother. In so doing, it held that actual knowledge of the act the officer was alleged to be abetting was not necessary.

On 15 January 2012, Cst. Redlick and Cst. Rogers, of the Edmonton Police Service, encountered George Petropoulos, who was accused of assaulting his elderly mother. The interaction between Mr. Petropoulos and Cst. Redlick became particularly heated after Mr. Petropoulos appeared to suggest that his mother was to blame for the assault.

Mr. Petropoulos was arrested and driven to the police station. While en route, Cst. Redlick instructed Cst. Rogers to pull the car over. Cst. Rogers parked the cruiser in a school parking lot, whereupon Cst. Redlick escorted Mr. Petropoulos out of the car and around the corner, and physically assaulted him.

Mr. Petropoulos complained about the officers' conduct, as a result of which disciplinary proceedings were commenced. Cst. Redlick pleaded guilty to discreditable conduct in respect of his assault on Mr. Petropoulos. Cst. Rogers pleaded not guilty to a number of charges: abetting Cst. Redlick's assault; failing to report that assault, which was alleged to amount to neglect of duty; and deceit, by way of lying to an investigator about his knowledge of the incident. He was found to have committed misconduct in respect of the abetting charge, and acquitted of the others. The Presiding Officer imposed the same penalty on both officers, namely demotion to the position of first class officer for a period of one year. In imposing that penalty, he noted that Cst. Redlick was suffering from depression at the time of the assault, and that but for that mitigating factor, he would have been dismissed.

The Presiding Officer's decision gave rise to two appeals to the Alberta Law Enforcement Review Board: Cst. Rogers appealed against the finding that he committed misconduct, and Mr.

Petropoulos appealed against the penalties imposed on both officers. The Board rejected both appeals. Cst. Redlick's penalty, while not necessarily in line with what the Board itself would have imposed for such a serious offence, was reasonable, particularly in light of his disability, and the fact that he promptly took responsibility for his actions. As for Cst. Rogers, he was not suffering from a disability at the time of the incident, nor did he admit responsibility. However, the absence of these mitigating factors was balanced out, to some extent at least, by the fact that Cst. Rogers did not actually assault Mr. Petropoulos. Accordingly, it was reasonable to impose the same penalty on him as that imposed on Cst. Redlick.

Turning to Cst. Rogers' appeal of the finding that he abetted Cst. Redlick's misconduct, Cst. Rogers contended that there was no direct evidence that he knew that Cst. Redlick was about to assault Mr. Petropoulos, and therefore that it was unreasonable for the Presiding Officer to find that Cst. Rogers committed misconduct. The Board held that the conviction was sufficiently supported by circumstantial evidence, including the fact that Cst. Rogers stopped the cruiser without asking why, and watched Cst. Redlick take Mr. Petropoulos around the corner. Cst. Rogers' explanation, namely that he believed that the two men were going to have a private chat, was "thin, at best".

Cst. Rogers appealed the Board's decision upholding the abetting finding to the Alberta Court of Appeal. In a short judgment, the Court unanimously dismissed the appeal. It issued a reminder that the criminal standard of proof does not apply in police discipline cases. It was, therefore, not necessary for the Presiding Officer to have before him direct evidence of wrongdoing, or to be satisfied beyond a reasonable doubt that misconduct occurred. Rather, all that was required was for the Presiding Officer to be satisfied that it was more likely than not that the misconduct occurred as alleged.

Further, the Court noted that it was not necessary to prove actual knowledge in order to make out the offence of abetting misconduct under the Alberta *Police Service Regulation*. The Court declined to identify exactly what lesser degree of moral blameworthiness was required, however, as in this case the Presiding Officer reasonably found that Cst. Rogers knew what Cst. Redlick was doing.

MANAGEMENT LABOUR LAWYERS

July 2016

The Court's remarks in this case that the standard of proof in police discipline proceedings in Alberta is the prevailing civil standard of balance of probabilities is in stark contrast to the Ontario Court of Appeal's recent judgment in *Jacobs v Ottawa (Police Service)*, in which the Court held that a higher standard of "clear and convincing evidence" applied to such proceedings in Ontario. The difference in approach between the two jurisdictions arises, at least in part, because there is no reference in the relevant Alberta legislation to the need for clear and compelling evidence in order to find that a disciplinary offence has taken place.

This newsletter is for general discussion purposes and does not constitute legal advice or an opinion. For legal advice regarding your particular circumstances, please contact us at 416-546-2103.

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441 Jarvis Street, Toronto, Ontario M4Y 2G8
Telephone: 416-546-2103 Fax: 416-546-2104 www.johnstonecowling.com

Andrea Strawson

From: OAPSB [admin@oapsb.ca]
Sent: Friday, June 10, 2016 8:59 AM
To: 'OAPSB'
Subject: OMERS Sponsors Corporation Decision - OMERS Board Composition

Hello. Please see the below message regarding OMERS Board Composition:

The OMERS Sponsors Corporation (SC) is responsible for the composition of the Boards which govern the OMERS Pension Plans.

As part of good governance, the SC committed to reviewing the related by-laws every three years. For that purpose, in 2015 the SC reached out to stakeholder organizations seeking input for its consideration, and after careful consideration, the SC has decided to maintain the current structure of the OMERS Boards, with the following changes:

- Imposing term limits of six years for the SC Co-Chair positions. While this limit has retroactive application, as a transition measure one of the incumbent Co-Chairs is eligible to serve for another three years in the position.
- Adopting a more formalized and rigorous approach to engage members who are not affiliated with sponsor organizations.

Read [more...](#)

Kara McAulay

Board Secretary, OMERS Sponsors Corporation
T: 416-369-2475 E: kmcaulay@omerssc.com

This e-mail message is intended only for the person or entity to which it is addressed and is confidential, subject to copyright and may be legally privileged. Any unauthorized review, use or disclosure is prohibited. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

Andrea Strawson

From: OPP Corporate Communications (OPP) [OPPCorporateCommunications@opp.ca]
Sent: Thursday, August 11, 2016 11:34 AM
To: OPP Corporate Communications (OPP)
Subject: OPP News Portal functionality restored

To all OPP News Portal Subscribers:

Functionality of the OPP news portal has been fully restored. The design has been refreshed to make it easier to read and navigate. The layout has been optimized for use on desktop and mobile devices. Subscribers can always log in and view all OPP media releases by visiting <http://www.opp.ca/newsportal> and entering the password OPP1909.

We appreciate your patience and apologize for any inconvenience this may have caused.

OPP Corporate Communications
Corporate Communications &
Strategy Management Bureau
Ontario Provincial Police
3rd Flr, 777 Memorial Ave
Orillia, ON L3V 7V3
Phone: (705) 329-6860
Fax: (705) 329-6244

Ministry of Community Safety and Correctional Services	Ministère de la Sécurité communautaire et des Services correctionnels
Public Safety Division	Division Publique De Sûreté
25 Grosvenor St. 12 th Floor Toronto ON M7A 2H3	25 rue Grosvenor 12 ^e étage Toronto ON M7A 2H3
Telephone: (416) 326-9355 Facsimile: (416) 314-3092	Téléphone: (416) 326-9355 Télécopieur: (416) 314-3092



ONTARIO PROVINCIAL POLICE

RECEIVED

AUG 18 2016

THUNDER BAY DETACHMENT

August 9, 2016

Jim S. Graham
OPP Thunder Bay Detachment (Shuniah)
3267 Hwy 130
Rosslyn, ON P7K 0B1

Dear Mr. Graham:

Re: Amendment to the 2014/15-2015/16 Safer Communities – 1,000 Officers Partnership (1,000 Officers) Program contractual agreements

Enclosed, please find two fully executed amending agreements for the above noted program. Please kindly distribute one copy to the municipality and one copy to the board.

If you have any questions, please contact James Lee, Community Safety Analyst, at 416-325-6039 or james.v.lee@ontario.ca.

Sincerely,

O. Nagumo

Oscar Mosquera
Manager, Program Development Section
External Relations Branch

Enclosures

SEP 09 2016

Page

2837-16

THIS AMENDING AGREEMENT effective as of the 30th day of March, 2016.

B E T W E E N :

HER MAJESTY THE QUEEN IN RIGHT OF ONTARIO as
represented by the Minister of Community Safety and
Correctional Services

(the "Ministry")

- and -

Municipality of Shuniah

(the "Recipient")

- and -

Shuniah Police Services Board

(the "Board")

WHEREAS in 2003, the Ministry established the Safer Communities – 1,000 Officers Partnership (1,000 Officers) Program (the "Program") as part of the government's commitment to make Ontario communities safer by enhancing police visibility;

AND WHEREAS in order to provide funds for the Program for the period that commenced April 1, 2014 and ends March 31, 2016, the Ministry entered into an agreement with the Recipient and the Board (the "Agreement");

AND WHEREAS the Ministry wishes to continue to provide Program funds to the Recipient and the Board for the period commencing April 1, 2016 and ending March 31, 2017;

AND WHEREAS the parties wish to amend the Agreement for this purpose;

NOW THEREFORE in consideration of the mutual covenants and agreements contained herein and for other good and valuable consideration, the receipt and sufficiency of which are expressly acknowledged, the Parties agree as follows:

ARTICLE 1 – AMENDMENTS TO THE AGREEMENT

1.1 *In accordance with section 34.2 of the Agreement, the parties agree to amend the Agreement as follows:*

(a) Section 1.2 Definition of Funding Year is hereby deleted and replaced with the following:

"Funding Year" means any of Funding Year 1, Funding Year 2 or Funding year 3.

(b) Section 1.2 Definition of Maximum Funds is hereby deleted and replaced with the following:

"Maximum Funds" means \$210,000.00.

(c) Section 1.2 Definition of "Funding Year 3" is hereby added:

"Funding Year 3" means the period commencing April 1, 2016 and ending March 31, 2017.

(d) Section 1.2 Definition of Project Completion Date is hereby deleted and replaced with the following:

"Project Completion Date" means March 31, 2015 for Funding Year 1, March 31, 2016 for Funding Year 2 and March 31, 2017 for Funding Year 3.

(e) Section 1.2 Definition of Expiry Date is hereby deleted and replaced with the following:

"Expiry Date" means March 31, 2017, unless terminated earlier pursuant to this Agreement.

ARTICLE 2 - AGREEMENT AS AMENDED IN FULL FORCE AND EFFECT

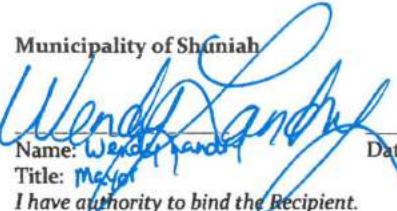
2.1. The Agreement, as amended by this Amending Agreement, constitutes the entire agreement between the parties and supersedes any and all prior understandings, agreements, negotiations, and discussions between the parties, whether oral or written, relating to the Agreement or Amending Agreement. With the exception of the amendments set out in Article 1 of this Amending Agreement, all other provisions of the Agreement, as amended, and the schedules thereto shall remain unchanged and in full force and effect.

THE PARTIES HAVE EXECUTED THE AGREEMENT ON THE DATES SET OUT BELOW.

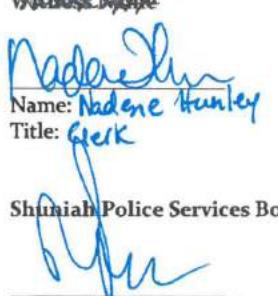
HER MAJESTY THE QUEEN IN RIGHT OF ONTARIO
as represented by the Minister of Community Safety and
Correctional Services


Stephen Waldie
Director
Pursuant to Delegated Authority

JUL 27 2016
Date

Municipality of Shuniah

Name: Wendy Sanderson
Title: Mayor
I have authority to bind the Recipient.

Date


Name: Nadene Hunter
Title: Clerk

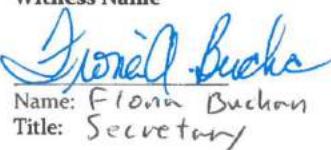
May 24/16
Date

Shuniah Police Services Board


Name: Don Smith
Title: Chair
I have authority to bind the Board.

May 27/16
Date

Witness Name


Name: Fiona Buchan
Title: Secretary

May 27/16
Date

Andrea Strawson

From: Breanne Gallagher [psbzone1secretary@outlook.com]
Sent: Wednesday, August 24, 2016 7:54 PM
To: aboiley; christinegoulet; clerk; deputyclerk; jhannam; laholtz; lkachur; Andrea Strawson; pgrouda; sue.bates@atikokan.ca; jdojack; peterandruso; weedy; jdavis47; mayor; Don Smith; gmcmill; royfuller; sandbug49
Cc: bregallagher@outlook.com
Subject: Joint OACP/OAPSB REGISTRATION
Attachments: Conference Registration.doc; Training Registration.doc; Section 10 Board Training Invitation - Zone 1 Meeting 2016.docx

Greetings,

It is that time of year again and the joint OACP/OAPSB Joint Meeting will be taking place October 5th-7th in Thunder Bay.

Please find attached two registrations forms to bring to your next Board meeting.

1. Registration form for the conference in Thunder Bay Oct 5-7th

2. Registration for Board Training - Please read attached information sheet for details of the Board Training. The training will be focused on Section 10 Boards but this does not mean section 31 Members are not welcome to join if they wish. The training is taking place separately from the conference and is not a part of the agenda. It will be held the afternoon of the 5th before the evenings meet and greet.

Secretaries please confirm that you have received this email and indicate which Board you are from so that I can ensure every Board has received the registrations forms, thank you

If you have any questions please do not hesitate to contact me, and I look forward to see you all in October

Bre Gallagher
PSB zone1secretary@outlook.com

Section 10 Board Training – Thunder Bay, Ontario

October 05, 2015

Time: 1pm-4pm

Purpose: Training will be provided by the Ministry of Community and Safety and Correctional Services focusing on the regulations, functions and overall performance of Section 10 Police Service Boards, as defined by the Police Service Act.

Audience: Section 10 board members, section 10 board secretaries, Detachment Commanders and OACP zone 1 personnel.

Topics to be covered:

- 1) Policing in Ontario
- 2) Roles and Responsibilities
- 3) Board Process
- 4) Relationships
- 5) Board Code of Conduct

A question and answer session will follow. Training materials will be provided.

Please note that training for members of Section 31 boards (Dryden, Thunder Bay) will be provided by the end of 2016.

Questions about the training session can be directed to:

Graham Wight
Police Service Advisor
Zone 1 / 1A
Ministry of Community Safety and Correctional Services
graham.wight@ontario.ca
1-416-817-1347

ZONE 1 - O.A.C.P. /O.A.P.S.B. JOINT MEETING

October 5th to October 7th, 2016

Thunder Bay, ON

REGISTRATION FORM

(Registration Fee: \$150.00 per person)

REGISTRANT NAME(S):		
POLICE SERVICE/ POLICE SERVICES BOARD:		
CONTACT INFORMATION:		
Can be Registrants Direct Information or Administrative Contact	Name:	
	Telephone:	Email:

If you have any dietary restrictions and/or food allergies please email psbzone1secretary@outlook.com no later than September 23rd.

Please fax, email, or mail completed registration forms to:

Breanne Gallagher
PSB Zone 1 Secretary/Treasurer
P.O. Box 40
Terrace Bay, ON
P0T 2W0

Fax: (807) 825-9576 / Email: psbzone1secretary@outlook.com

Please make cheques payable to: Zone 1 Ontario Association of Police Services Boards

Participants are responsible for making their own hotel accommodations. A block of rooms has been reserved at the Valhalla Inn @ the rate of \$109 until September 28th. For room bookings, please call the hotel at 1-800-964-1121 or (807) 577-1121 or by fax at (807)475-7923 or email at reservations@valhallainn.com.

When booking please let them know you are with the OACP/OAPSB Joint Meeting.
(161005OAPS)

If you have any questions regarding registration, please contact:

Bre Gallagher @ (807) 823-0228

Note: Spouses/partners welcome to attend dinner at the White Water Golf Club.

Dinner cost: \$45.00

Please email psbzone1secretary@outlook.com should you wish spouse/partner to attend.
(cash/cheques can be given upon registration - made payable to Zone 1 OAPSB)

**ZONE 1 – Section 10 Board Training
With Graham Wight
October 5th, 2016 1-4pm
Thunder Bay Balmoral Police Station
REGISTRATION FORM**

REGISTRANT NAME(S):		
POLICE SERVICE/ POLICE SERVICES BOARD:		
CONTACT INFORMATION:		
Can be Registrants Direct Information or Administrative Contact	Name:	
	Telephone:	Email:

If you have any dietary restrictions and/or food allergies please email psbzone1secretary@outlook.com no later than September 23rd.

Please fax, email, or mail completed registration forms to:

**Breanne Gallagher
PSB Zone 1 Secretary/Treasurer
P.O. Box 40
Terrace Bay, ON
P0T 2W0**

Fax: (807) 825-9576 / Email: psbzone1secretary@outlook.com

Please See Attached information sheet for specifics on training

**If you have any questions regarding registration, please contact:
Bre Gallagher @ (807) 823-0228**

Andrea Strawson

From: OAPSB [admin@oapsb.ca]
Sent: Thursday, September 01, 2016 3:45 PM
To: 'OAPSB'
Subject: OAPSB 2016 Labour Seminar

Importance: High

Greetings Fellow OAPSB Members!

It is my pleasure to invite you to participate in our 2016 Labour Seminar being held on October 20th and 21st at the Holiday Inn Toronto International Airport Hotel, 970 Dixon Road, Toronto Airport.

The 2016 Labour Seminar is designed for, and restricted to, police employer / governors (e.g. boards & Government) and their Command & Labour Relations staff only.

Highlights of this year's program include:

- Updates on bargaining.
- Discussions with Justice Tulloch on police oversight.
- Review of recent police labour actions.
- Update on Strategy for a Safer Ontario by Minister Orazietti.

Please visit our website at www.oapsb.ca for the Preliminary Seminar Program and Registration Form. Information on transportation and directions to the Holiday Inn Toronto International Airport Hotel will follow shortly.

Registration and payment can be made online. OAPSB staff will send out the link separately, once fully established.

If you prefer to register by mail or pdf email, please visit the OAPSB website at www.oapsb.ca to download the registration forms.

(Note: Session details and speakers may be subject to change. Please check the OAPSB website regularly for up to date information).

Seminar registrations and payments are due by **October 19th, 2016**. Cancellations will be reimbursed only up to **October 13th, 2016**.

Accommodations:

A special group rate of **\$125.00/night** is available for OAPSB delegates. Parking is provided complimentary for all day use and overnight guests who are attending the conference. Hotel reservations can be made at the Holiday Inn Toronto International Airport Hotel, online or by phone. Please make your room reservations as soon as possible to ensure availability, identifying yourself as a member of the **OAPSB 2016 Labour Seminar**. The group code is **OAP**. Hotel rooms must be booked by **October 6th, 2016** to receive the special OAPSB group rate.

Phone: 416-674-4343, 1-877-660-8550 (Toll Free)

Web: [online reservation link](#)

Email: reservations@yyzia.com

Fax: 416-798-5810

Hotel Cancellation Policy: Each guest calling in to make their accommodation arrangements will require to provide a credit card number to guarantee the reservation. If a guest needs to cancel their reservation they must do so before 6:00 p.m. day of arrival to avoid the penalty one night's accommodation plus applicable tax.

We're looking forward to seeing you in October!

Sincerely,

Eli El-Chantiry
President, OAPSB

Independent Police Oversight Review – Questions for Police Service Boards

Based on the Review's mandate outlined in our Order-in-Council, we invite written submissions from Police Service Boards on the following questions:

1. What role does your organization play in relation to police oversight?
2. Ideally, what role should your organization have in relation to police oversight?
3. What interaction does your Board have with the three police oversight bodies: the Special Investigations Unit, the Office of the Independent Police Review Director, and the Office of the Civilian Police Commission?
4. What is the role of these oversight bodies in relation to the oversight provided by the boards? What should it be?
5. Are the police oversight bodies transparent and accountable? Do they preserve fundamental rights?
6. Following a section 11 review by a chief of police where SIU mandate has been triggered, should the identity of subject officers or any part of the chief's report be released?
7. Are the mandates of the police oversight bodies effective and clear?
8. Are there areas of overlap and inefficiency between the police oversight bodies?

We welcome any other submissions you may wish to make regarding the issues raised by our mandate, as set out in the OIC.

Contact Information

Mailing Address:
Independent Police Oversight Review
Macdonald Block, Box 160
Toronto, ON M7A 1N3

Email: info@policeoversightreview.ca

Andrea Strawson

From: OAPSB [admin@oapsb.ca]
Sent: Tuesday, September 06, 2016 9:20 AM
To: 'OAPSB'
Subject: OAPSB Member Survey - PSA Rewrite

Importance: High

Greetings Members,

In our continuing efforts to best serve our entire membership, please find attached a survey intended to help create our consolidated voice regarding changes to the Police Services Act.

The survey starts with a short message from President Eli El-Chantiry, which further explains our purpose and process.
Please see: <https://www.surveymonkey.com/r/M3G5D5L>.

We ask that each member Board/CPAC completes the survey **by 30 September**, perhaps during your September Board meeting.

This is an important opportunity for everyone to voice their opinions on this once-in-a-generation legislative opening.

We will subsequently share the consolidated results with everyone.

Thanks in advance,

Fred

Fred Kaustinen
Executive Director OAPSB

Police Services Act (PSA) Survey - Copy

1 / 6

17%

The aim of this survey is confirm the needs and expectations of the OAPSB membership regarding the rewrite of the Police Services Act (PSA)—otherwise known as the "Strategy for a Safer Ontario". The survey is based on the submissions from: Durham Region PSB, London PSB, Peel PSB, York PSB, Toronto PSB, Temiskaming Shores PSB, and OAPSB. These submissions are posted at http://www.oapsb.ca/psa_rewrite_member_submissions/.

Each member board is requested to involve all their board members in completing the survey, and **submit one (and only one) response per board.**

Board identification is requested for auditing purposes only, and will not be disclosed.

The survey results will inform our PSA re-write advocacy efforts this Fall and Winter, 2016, on behalf of all members. To this end, **your input is critical!**

Thank you in advance for your continued service and support.

Eli El-Chantiry
President

* 1. Please identify your board type:

- Section 10 (OPP)
- Section 31 (Municipal)
- Section 5.1 (CPAC)
- First Nations
- I don't know. (Please enter your first name, last name and email address below and we will look-up your board type.)