

The PoliceChief

THE PROFESSIONAL VOICE OF LAW ENFORCEMENT

JULY 2014



HIGHWAY SAFETY

HUMAN TRAFFICKING



Inside:

Safety Initiatives: Move Over & Drive to Save Lives

Innovative Responses to Human Trafficking

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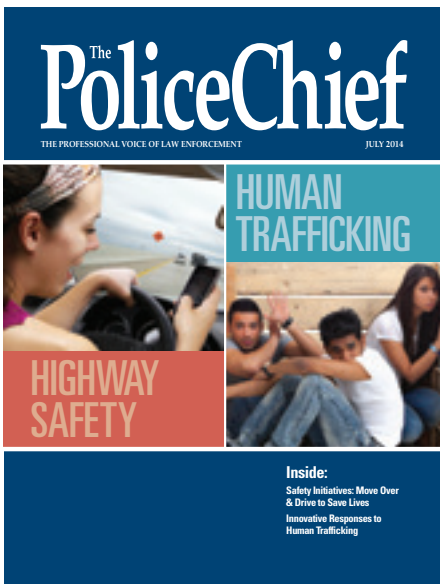


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The investigation of human trafficking cases comes with a unique set of challenges, as well as numerous obstacles to successful resolutions. This issue offers examples of some solutions that have worked and ideas and suggestions for improving law enforcement responses to human trafficking so that officers may successfully battle this "hidden" crime.

As technologies and trauma services improve, some might assume that highway safety would improve alongside them. While it is true that some fatalities are prevented, new technologies and related issues may also be increasing the dangers of pursuits, roadside work, and day-to-day traffic. With new issues come the need for new solutions, such as those discussed in this issue.

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Enhancing Highway and Roadway Safety: A Multi-Pronged Effort

Year after year, law enforcement officers are called upon to respond to too many traffic-related injuries and fatalities. We have all been there—you pull up to a crash scene and your heart breaks. Your heart breaks again when you have to deliver that dreaded news to the victim's family and loved ones. Many of these incidents could be prevented, but it takes both enforcement and education.

Law enforcement needs to work together to change the high-risk behaviors of motorists that lead to crashes through education and awareness, partnerships, and high-visibility traffic enforcement.

Strict traffic enforcement involves making sure all motorists and their passengers are wearing seat belts. Seat belt use is the most effective way to save lives and reduce injuries during crashes, yet many people fail to buckle up when they get into their vehicles. It is our duty as law enforcement leaders to ensure that motorists and passengers are wearing their seat belts. The five seconds it takes to buckle up could save the lives of so many people each year. In addition to enforcement, state and local agencies need to raise educational awareness about seat belt use. The goal should be to make seat belt use the social norm, and both awareness campaigns and a visible police presence will help to accomplish this.

Distracted driving, which includes any activity that diverts attention away from the primary task of driving such as texting, using a cellphone, talking to passengers, reading maps, and other activities, is another leading factor in motor vehicle crashes. Text messaging, which requires the most visual and manual attention from the driver, is by far one of the most dangerous distractions. A driver who texts while traveling at 55 mph drives the length a football field without looking at the road. In the states that have laws against using cellphones and texting while driving, officers need to be vigilant about enforcement. If your state doesn't have those laws, advocate for their legislation to help

Law enforcement needs to work together to change the high-risk behaviors of motorists that lead to crashes through education and awareness, partnerships, and high-visibility traffic enforcement.

reduce and prevent roadway fatalities. In addition, public awareness education campaigns are a highly effective way to bring attention to the dangers of distracted driving. Consider using advertisements and social media to raise awareness about the issue in your communities.

Driving under the influence (DUI) and driving while intoxicated or impaired (DWI)

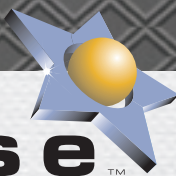
is highly illegal, and there is often an increase in fatalities due to DUIs and DWIs around holidays. Regular checkpoints and visible police enforcement can help prevent these incidents and make people think twice before getting behind the wheel when they have had something to drink. Education and awareness about DUIs and DWIs can be provided by law enforcement officers, but having survivors or families who lost someone to an accident caused by DUI or DWI raise awareness and speak out through school assemblies or community meetings is also very effective.

Law enforcement officials and agencies need to work together to reduce highway and roadway fatalities. If we are united in our efforts and partner with our communities, these efforts will be successful. No one deserves to lose their life to a senseless vehicle accident, and it is our responsibility to try to prevent these roadway accidents from occurring. Every victim has a name and face, and it is our duty to protect roadway travelers. ❖



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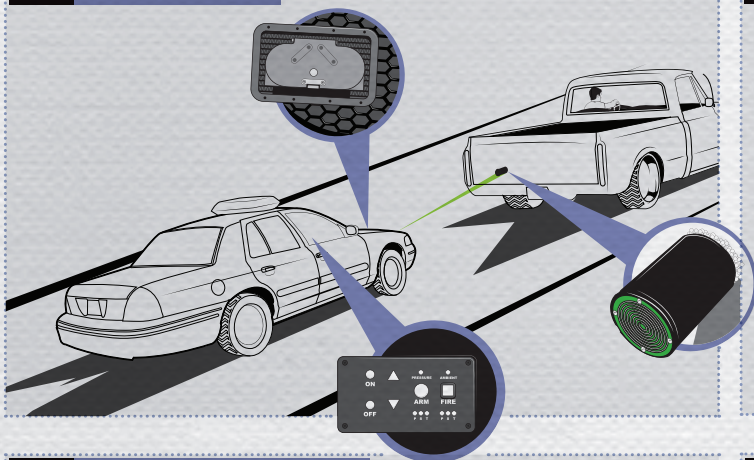


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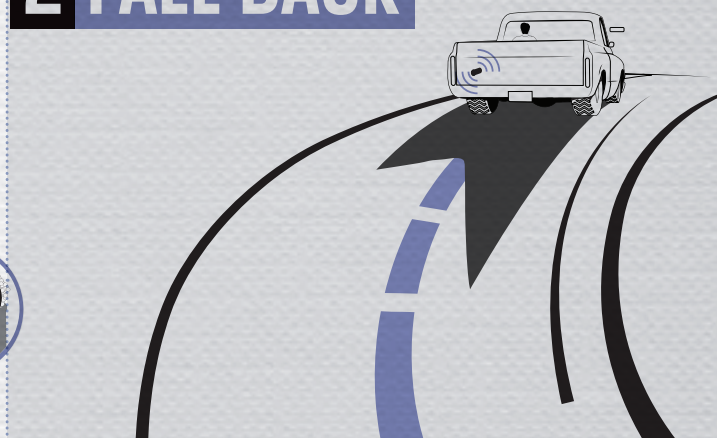
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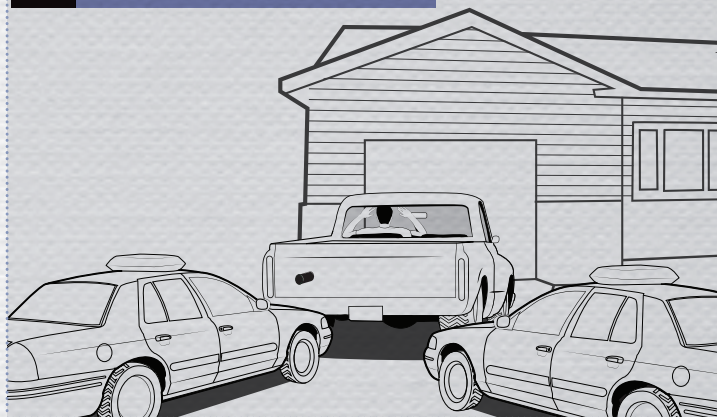
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THE DISPATCH

Police Chief knows that many of the best ideas and insights come from IACP members who serve their communities every day. The Dispatch is an opportunity for members and other readers to share their wisdom, thoughts, and input on policing and the magazine.

MEMBERS SPEAK OUT

In May, *Police Chief* asked you about highway safety—here's what you told us.

What is the Biggest Highway Safety Threat today?

“Too many drivers believe their driving skill is better than it is and don't appreciate the negative outcomes of their complacency.”

—J.F. “Harry” Barger, Chief of Police, Brooklyn, Wisconsin, Police Department

“We are in a rural area in the mountains of Idaho. The highways are very [winding], with steep up and down grades. Cellphones and texting have caused a lot of problems with distraction. Impaired driving is a very close second. Small amounts of time equal to a big chance of disaster.”

—Randy Freeman, Chief of Police, Cascade, Idaho, Police Department

“While all options present their own challenges and result in unnecessary trauma, speed is a primary aggravating factor in the outcome of crashes.”

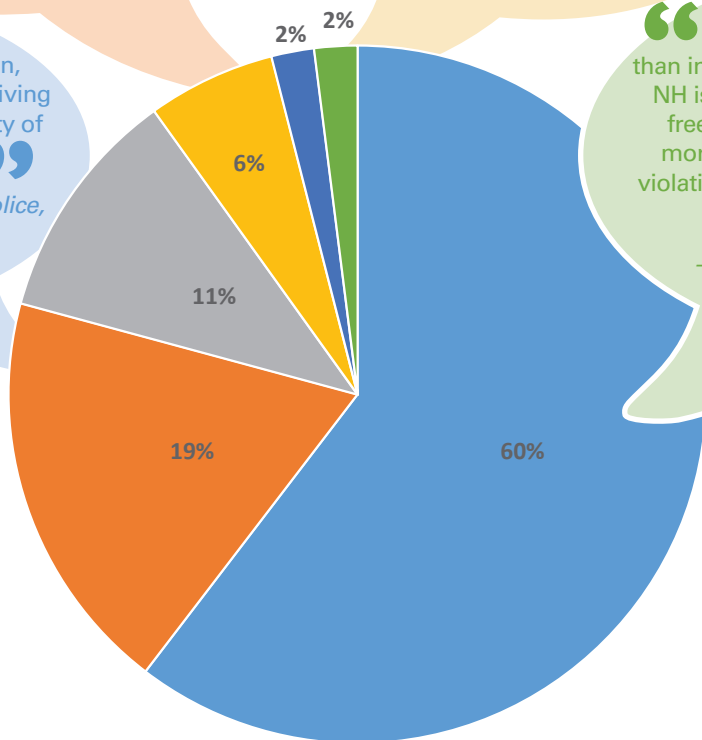
—Rob Robinson, Commissioner of Police (retired), New Zealand Police

“We issued more citations in 2013 than in any other year for texting while driving. NH is one state that is considering a hands-free law. If it passes it will give the police more authority to stop and investigate if a violation of this offense in the officer presence is happening.”

—Rainsford Deware, Chief of Police, Lyndeborough, New Hampshire, Police Department

“Without a doubt, in my opinion, texting/cellphone usage while driving poses a larger threat to the safety of others than even DUI.”

—Mark Fleischhauer, Chief of Police, Vernon Hills, Illinois, Police Department



- Distracted driving due to cellphones/texting
- Impaired driving due to drugs or alcohol use
- Other
- Speeding
- Distracted driving due to other reasons
- Seat belt misuse/lack of use

FROM OUR READERS

Did an article stir your interest or remind you of your own experiences? Do you have a comment you want to share with other Police Chief readers? Send a note to letters@theiacp.org, and you may see your letter in The Police Chief!

YOUR TURN ◀▶

Approximately what percentage of your jurisdiction's calls are related to mental health crises?

Visit www.policechiefmagazine.org to tell us what you think and look for the results in the September 2014 issue of *Police Chief*!

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IACP News

- covers significant national and international news
- presents additional resources, documents, and studies
- provides talking points for you to develop presentations and discuss within your community
- keeps you up-to-date on major releases, new techniques, and technology before your boss or subordinates bring them up

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Federal Funding Update: Full Steam Ahead on Appropriations

By Sarah Guy, Manager, Legislative and Media Affairs, IACP

The fiscal year (FY) 2015 appropriations process is currently under way in both U.S. legislative chambers, with the hope of passing all 12 annual spending bills before the start of the fiscal year on October 1, 2014. Congress will likely move spending bills forward in small packages, starting with the least controversial bills, such as Commerce, Justice, Science, and Related Agencies (CJS) and the Departments of Transportation and Housing and Urban Development (HUD).

At the end of May 2014, the U.S. House of Representatives passed, by a vote of 321-87, its FY 2015 CJS Appropriations Bill (H.R. 4660), which funds the U.S. Department of Justice at \$27.8 billion. This represents an increase of \$383 million above the FY 2014 enacted level. The House CJS bill was considered under open rule, which means there is no cap on the amount of amendments that can be offered. Highlights from the bill include the following:

- An amendment offered by Congressman Dave Reichert (R-WA), which passed by voice vote, to increase funding for Community Oriented Policing Services (COPS) hiring grants to \$180 million, level funding with FY 2014. The IACP worked closely with Congressman Reichert and Congressman Bill Pascrell (D-NJ) to ensure the passage of this amendment. Federal funding through the COPS Hiring Program to hire or retain officers has always been a top priority for the IACP.
- An amendment authored by Congressman Jerry McNerney (D-CA), which passed by a vote of 306-106, to provide \$3 million in funding for the COPS Technology Grant Program. The COPS Technology Grant Program awarded grants to over 3,000 law enforcement agencies across the United States until 2010. This amendment restores the program and will allow law enforcement agencies to purchase advanced technologies to help make officers safer, better informed, and more effective and efficient. The IACP worked directly with Congressman

McNerney to ensure the passage of this amendment.

- An amendment offered by Congressman Mike Thompson (D-CA) to increase funding by \$19.5 million for grants to states to upgrade the National Instant Criminal Background Check System (NICS), for a total of \$78.5 million. The IACP was very vocal in its support of this amendment, and it passed by a vote of 260-145.
- \$376 million for the Edward Byrne Memorial Justice Assistance Grant (Byrne-JAG) Program, level funding with FY 2014.
- \$44 million for Drug Courts, \$3 million above the FY 2014 level.
- \$425.5 million for Violence Against Women programs, a slight increase over FY 2014.
- \$36 million for grants to address backlogs of sexual assault kits at law enforcement agencies, a new grant program.
- \$75 million for the Comprehensive School Safety Initiative, level funding with FY 2014.
- An amendment offered by Representative Dana Rohrabacher (R-CA) that would prohibit the Department of Justice from spending any funds to enforce U.S. federal laws related to marijuana in states that have passed medical marijuana initiatives. The IACP advocated against the passage of this amendment and called on IACP members to reach out to their representatives. Despite these efforts, the amendment passed by a vote of 219-189.

The Senate Full Committee on Appropriations marked up their version of the FY 2015 CJS Bill (S. 2437) on June 5. The bill provides an overall funding level of approximately \$28 billion for the Department of Justice, an increase over FY 2014. Highlights from the bill include

- \$376 million for the Byrne-JAG Program, level funding with FY 2014 and the House FY 2015 passed bill.
- \$180 million for COPS hiring grants, level funding with FY 2014 and the House FY 2015 passed bill.
- \$430 million for Violence Against Women Act programs, a slight increase over FY 2014 and House FY 2015 passed bill.
- \$75 million for the Comprehensive School Safety Initiative, level funding with FY 2014 and the House FY 2015 passed bill.

- \$41 million for Drug Courts, level funding with FY 2014 level and slightly lower than the House FY 2015 passed bill.
- \$41 million for a new community-based sexual assault response reform initiative that tests backlogged kits and develops approaches to improve the law enforcement response to sexual assault and services for victims.

On June 10, 2014, the U.S. House passed by a vote of 229-192 its FY 2015 Transportation-HUD Appropriations Bill (H.R. 4745). The bill includes \$17.1 billion in discretionary appropriations for the Department of Transportation for FY 2015. This is \$727.3 million below the fiscal year 2014 enacted level. Included in that total is \$824 million in both mandatory and discretionary funding for the National Highway Traffic Safety Administration (NHTSA)—an increase of \$5 million over the fiscal year 2014 enacted level—and \$572 million for the Federal Motor Carrier Safety Administration. The House also adopted an amendment on a vote of 255-171, authored by Representative John Fleming (R-LA), which would prohibit federal funds from being used to purchase and acquire automatic license plate readers or any camera that collects or stores vehicle license plate numbers.

The Senate Full Committee on Appropriations marked up its FY 2015 Transportation-HUD bill (S. 2438) on June 5. Highlights from the bill include \$834 million for the NHTSA, an increase of \$15 million over the FY 2014 enacted level, and \$592 million for the Federal Motor Carrier Safety Administration. The Senate bill did not include an amendment on automatic license plate readers.

The House Appropriations Committee approved the FY 2015 Homeland Security Appropriations bill on June 11. The bill provides \$39.2 billion in discretionary funding for the U.S. Department of Homeland Security (DHS). This is a decrease of \$50 million below the FY 2014 enacted level. IACP is pleased to report that the House bill specifically states that none of the funds provided in the House bill or any other act may be obligated to implement the National Preparedness Grant Program (NPGP) unless explicitly authorized by Congress. The IACP strongly advocated against the U.S. president's

budget proposal to consolidate 16 of the Federal Emergency Management Agency's (FEMA's) state and local preparedness grant programs, like the State Homeland Security Grant Program (SHSGP) and Urban Area Security Initiative (UASI), into one single grant program, the NPGP. Under the president's proposal, NPGP would have removed the requirement that at least 25 percent of the total funds awarded under SHSGP and UASI be dedicated towards law enforcement terrorism prevention activities and moved the management of the consolidated grant program to the states. States would then have been given the authority to determine how they wanted to use their SHSGP and UASI allocations.

The House Homeland Security Appropriations bill provides funding for FEMA's individual state and local first responder grant programs at the following levels: \$466 million for the SHSGP (with not less than \$55 million for Operation Stonegarden); \$600 million for the UASI; \$100 million for Public Transportation Security Assistance; and \$100 million for Port Security Grants.

The U.S. House and Senate will now need to conference their respective bills and agree upon final funding levels for programs of importance to law enforcement. The IACP may be calling on its members to reach out to their congressional delegates to voice support or opposition for certain proposals. ❖

Interested in writing an article for *Police Chief*?

Manuscript guidelines are available on www.policechiefmagazine.org/editorial and article submissions can be sent to the managing editor via submissions@theiacp.org. (We welcome articles from both members and nonmembers.)

IACP WORKING FOR YOU

In the mission to support the law enforcement leaders of today and develop the leaders of tomorrow, the IACP is constantly involved in advocacy, programs, research, and initiatives related to cutting-edge issues. This column keeps you up to date on IACP's work to support our members and the field of law enforcement.

National Symposium Addresses Officer Suicide Prevention and Mental Health

Suicide and mental health issues in law enforcement are of significant concern to the IACP. Annual estimates put the number of officer suicides at roughly twice that of the total officers killed in the line of duty each year by felonious assault and traffic-related incidents. Unfortunately, there are no definitive statistics on law enforcement suicides, due to underreporting and unknown data.

In July 2013, the IACP, along with the support of the U.S. Department of Justice's Office of Community Oriented Policing Services (COPS), convened a symposium, *Breaking the Silence: A National Symposium on Law Enforcement Suicide and Mental Health*, with the goal of creating a national action plan to curb officer suicide and increase awareness of mental health issues within the profession. The symposium brought various law enforcement agencies and mental health professionals together to discuss innovative and real-world strategies to prevent, intervene, and present successful response protocols for suicides within agencies. Findings and recommendations from the symposium report will be put into practice and implemented in pilot law enforcement agencies during the second phase of this initiative.

A PDF copy of the symposium report can be downloaded at www.theiacp.org/preventing-law-enforcement-officer-suicide.

Juvenile Interrogation Training

The IACP, in collaboration with the U.S. Department of Justice, Office of Juvenile Justice and Delinquency Prevention (OJJDP), and Office of Justice Programs, has launched a no-cost, online training series on juvenile interview and interrogation techniques as part of its Juvenile Justice Training and Technical Assistance Program. Introduction to Juvenile Interview and Interrogation Techniques includes four introductory-level courses that provide instruction on fundamental investigative skills, tactics, and procedures that result in effective juvenile interviews and interrogations. The courses are self-paced and can be taken individually or combined as an entire training series.

These trainings are targeted to law enforcement who interview and interrogate youth. The techniques discussed in the courses focus on juvenile suspects and witnesses, ages 10 to 17, and do not cover child forensic interviewing. The training series is also open to allied juvenile justice professionals, but please note that only individuals legally authorized to interrogate youth will be granted access into the Introduction to Juvenile Interrogation Techniques course.

To learn more about the juvenile justice training, visit www.theiacp.org/juvenilejustice. To register for courses, visit <http://elearning-courses.net/iacp>.

Body-Worn Camera Model Policy, Concepts and Issues Paper, and IACP Technology Policy Framework

The IACP recognizes the increased popularity of body-worn cameras (BWCs) among law enforcement agencies as a tool to objectively document all situations and help resolve contentious disagreements. But with that use comes the need for regulations and guidelines for implementing and using this new technology. As a result, the IACP has composed a collection of resources for agencies on BWCs. This includes IACP's own BWC model policy as well as other recently released documents such as the *Body-Worn Camera Concepts and Issues Paper* and the *Technology Policy Framework*. Suspending the traditional cost of access to the BWC policies, the IACP now is making these resources available at no cost to all IACP members.

The documents included in the compendium were compiled in conjunction with law enforcement officials; subject matter experts from IACP divisions, committees, and sections; and the IACP National Law Enforcement Policy Center, among others. ❖

The BWC collection can be downloaded by members at www.theiacp.org/IACPmembersonly. Members who have previously purchased the policy can contact policycenter@theiacp.org or call 1-800-THE-IACP, extension 319.

Yoga and Mindfulness Program: City of Falls Church Police Department

By Jennifer Ellicott, Master Police Officer and Senior Detective, City of Falls Church, Virginia, Police Department; and Mary Partlow Luttamus, Director of the Master of Science in Yoga Therapy, Maryland University of Integrative Health, and Founder of Mindful Flow and Therapeutic Yoga, City of Falls Church, Virginia

The City of Falls Church, Virginia, Police Department (FCPD) is addressing the safety and wellness of sworn and professional staff by integrating yoga and mindfulness practices into the culture of the organization. There is evidence that mindfulness-based programs can mitigate the impact of stress on physical, psychological, and emotional well-being.¹ Mindfulness practices also help build resilience, increase the capacity of practitioners to respond soundly under pressure in the face of extraordinary challenges, and help individuals connect meaningfully with each other. What started as a positive

and profound personal experience for one officer has been incorporated into the strategies and work plans of the agency; mindfulness is quickly becoming integral to the culture of the FCPD.

City of Falls Church

The City of Falls Church is a historic city situated just six miles from the U.S. capital and considered a part of the metropolitan Washington, D.C., area. Working in proximity to Washington, D.C., requires officers to maintain a constant state of heightened awareness for potential large-scale threats, including acts of terrorism, while simultaneously operating and coping with the day-to-day challenges faced by all municipal departments.

Demonstrated Need

The pressures on law enforcement personnel place them in the highest risk categories for cardiovascular disease, type 2 diabetes, post-traumatic stress disorder (PTSD), and other stress-related diseases and conditions.² FCPD officers usually work 12-hour shifts accompanied with long commutes to and from work, which does not allow for much downtime. Budget constraints in the past six years have cut personnel positions and resources, impacting staffing and adding additional pressure and

workloads on all departmental personnel. In the past 18 months, 7 of the 32 department members were on light duty as a result of injury or illness.

According to the American Psychological Association, resilience is “the process of adapting well in the face of adversity, trauma, tragedy, threats, or significant sources of stress—such as family and relationship problems, serious health problems, or workplace and financial stressors.”³ The very nature of law enforcement requires officers to remain hyper-vigilant for long periods of time. This sort of stress response actually can decrease their capacity to think clearly and adapt quickly to different situations. Understanding and managing one’s own response to stress is critical, and to do so requires a level of mind-body awareness that strengthens the capacity to self-regulate and adapt quickly.

At the heart of FCPD’s approach to wellness is a mind-set that an increasing number of stressors has to be met with an innovative approach to wellness—one that is preventative, is sustainable, and gives officers the practical tools they can use on a daily basis in their professional and personal lives. What strength training does for the physical body, mindfulness does for people’s entire way of being; it is an embodied practice that becomes a way of life.

Background

The program was spearheaded by Master Police Officer/Detective Jennifer Ellicott, whose primary care physician prescribed a private yoga session as a means of rehabilitation while she was recovering from an injury. A one-hour session of breathing practices and gentle movement had such a positive effect for this self-professed skeptic that Detective Ellicott adopted yoga as a regular practice. Ellicott became even more aware of the impact that stress was having on her and her team and began thinking of how to start a program for her coworkers in the Criminal Investigation Division.

There are many styles and ways of teaching yoga, but it was not just the yoga that Detective Ellicott wanted to bring to the department; it was the teacher. She was convinced that she had found someone who would be able to teach to the culture of law enforcement. Mary Partlow Luttamus, a resident of the City of Falls Church and an experienced practitioner in private



practice as a yoga therapist, has taught classes and workshops in therapeutic yoga for a number of years. Her instructions are clear, concise, and designed to help deepen the mind-body connection. She brings components of mindfulness practice into all of her classes and allows time for seated practice and meditation instruction at the end of each class. Lauttamus is also the director of the master of science in yoga therapy at Maryland University of Integrative Health and is committed to developing the yoga and mindfulness program for the FCPD.

Detective Ellicott approached the command staff and received approval for weekly classes, and the human resources department agreed to incorporate yoga into an existing agreement that allows officers to take an hour and a half each week to work out. Detective Ellicott recruited fellow officers and detectives to attend the weekly yoga class, and within a short period of time, all participants reported positive benefits of the practice. What started with one yoga therapy session for an injury became a project for

Detective Ellicott and a regular practice open to departments in the City of Falls Church government that have direct interaction with the FCPD.

According to FCPD Chief Mary Gavin, the program has been successful because of the out-of-the-box thinking of Detective Ellicott and the selection of an experienced and passionate yoga instructor. This program gained interest with other officers because it was created by one of their own. The program was also endorsed by command staff and approved by human resources, which is a testament to the skilled approach taken by Detective Ellicott in identifying a need and offering a solution ready for implementation.

The Program

The weekly yoga class includes both physical practice and a mindfulness component. The physical practice is designed to enhance flexibility, increase range of motion, teach balance, and build strength. The goal of the yoga class is to provide officers with a practice that addresses the most common sources of pain and injury for law enforcement. Every class is designed to target a specific area, such as the lower back, head and neck, shoulders, or hamstrings; when a student comes to class with a specific issue or pain, that area may become the focus of the class. Classes are designed specifically to meet the individual needs of the students.

The mindfulness component of each class is both instructional and experiential. Students are introduced to the foundational principles of mindfulness through guided meditation that focuses on breathing; sensations in the body; and observing thoughts, feelings, and emotions. Guided meditation may include a body scan or progressive relaxation that is designed to deepen awareness and encourage relaxation. Both the body scan and progressive relaxation are usually practiced lying on the back with eyes closed while the teacher guides participants in a systematic way of bringing awareness of



sensation in various areas of the body. Typical sessions are 15 to 30 minutes, and participants learn to practice on their own while lying down or seated.

Individual mindfulness is an important component of officer safety. Presence, words, and actions define the culture of an organization and influence the way the culture is perceived by the community. Eventually, the mindfulness culture established by this program will become engrained in officers' everyday lives, similar to the routine of donning their bulletproof vests, wearing their seat belts, and professionally interacting with the community. Chief Gavin recognizes that this program contributes to both officer and community safety.

Next Steps

FCPD has embraced the practice and resultant benefits of mindfulness, as demonstrated by the following steps taken or planned by the department:

1. Under the leadership and guidance of Chief Gavin, FCPD's 2014 Strategic Plan contains workable objectives that "provide opportunities for the enhancement of physical fitness and emotional wellness." Lieutenant Joe Carter has been appointed by Chief Gavin to be the department's safety and wellness coordinator.
2. The FCPD Emergency Services Unit trains together once a month. Beginning in March 2014, one hour of the training became devoted to teaching mindfulness skills to individuals and to build cohesiveness and support within the team.
3. An eight-week mindful resilience program designed specifically for the FCPD, which incorporates the tools of mindfulness and yoga to help reduce stress and increase resilience, has been implemented. Personnel have been given tools to assist them in both their professional and personal lives.

Conclusion

The bottom line is that officers and civilian staff in law enforcement agencies face enormous stress that, if unchecked, can lead to conditions

that have a negative impact on physical, psychological, and emotional health. Officer safety and wellness can improve when agency leaders are willing to support a shift in the culture that is innovative and supports mind-body approaches to health and well-being. ♦

Representatives from the City of Falls Church, Virginia, Police Department will be discussing this program at IACP 2014 as part of the Smaller Agency Track during a workshop being held on Saturday, October 25, from 2:30 to 3:30 p.m. in Room W110B of the Orlando Orange County Convention Center.

Notes:

¹Alberto Chiesa and Alessandro Serretti, "Mindfulness-based Stress Reduction for Stress Management in Healthy People: A Review and Meta-analysis," *Journal of Alternative and Complementary Medicine* 15, no. 5, (2009): 593; Paul Grossman et al., "Mindfulness-based Stress Reduction and Health Benefits: A Meta-analysis," *Journal of Psychosomatic Research* 57, no. 1 (2004): 35; Bassam Khoury et al., "Mindfulness-Based Therapy: A Comprehensive Meta-analysis," *Clinical Psychology Review* 33, no. 6 (2013): 763-771; William R. Marchand, "Mindfulness-based Stress Reduction, Mindfulness-based Cognitive Therapy, and Zen Meditation for Depression, Anxiety, Pain, and Psychological Distress," *Journal of Psychiatric Practice* 18, no. 4 (2012): 233.

²Steven Pitts, James Greenwald, and Robb Wolf, "Resiliency as a Path to Wellness," *Officer Safety Corner, The Police Chief* 79 (December 2013): 18-24.

³FYI: Building Your Resilience," Practice Central, American Psychological Association (2014), <http://www.apapracticecentral.org/outreach/building-resilience.aspx> (accessed May 29, 2014).



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The IACP Research Advisory Committee is proud to offer the monthly Research in Brief column. This column features evidence-based research summaries that highlight actionable recommendations for *Police Chief* magazine readers to consider within their own agencies. The goal of the column is to feature research that is innovative, credible, and relevant to a diverse law enforcement audience.

Putting Sex Traffickers Out of Business: Combatting Human Trafficking and Prostitution By Reducing the Demand for Commercial Sex

By Maureen Q. McGough, Esq.,
Policy Advisor, Office of the Director,
National Institute of Justice

In 2012, the National Institute of Justice (NIJ) published a national compendium of law enforcement strategies to reduce the demand for commercial sex. The following explores the merits of a demand reduction approach; discusses strategies commonly used in the United States; and provides helpful links to guidance, evaluations, and best practices for implementing demand reduction strategies in jurisdictions.

Human trafficking is a pervasive crime that occurs throughout the United States. While considerable research is still needed to determine the scope and scale of human trafficking, recent developments in determining prevalence indicate that traditionally used estimates are likely very low. Furthermore, given the covert nature of the crime and the rarity of victims who identify themselves as being trafficked, traditional law enforcement interventions and strategies will likely be ineffective in identifying victims and building cases against traffickers. It is, therefore, necessary for law enforcement executives to consider alternative approaches, such as demand reduction strategies, to reduce incidences of human trafficking in their jurisdictions.

Strategies that focus on pimps and traffickers have often had a limited impact. Traffickers may form strong bonds with their victims, who, in turn, refuse to testify against their captors. Traffickers are also skilled at innovation and adapting their business models and locales to avoid detection. Furthermore, in the infrequent cases where a trafficker is apprehended, his or her place is quickly taken by other individuals eager to partake in a lucrative criminal enterprise. Targeting those who sell sex is similarly problematic. In human trafficking cases, the individuals selling sex are victims in need of intervention and services. Taking victims off the street without accounting for their victimiza-

tion and needs (i.e., treating them as if they are prostitutes and criminals) will likely lead to their re-victimization; with no alternative to their trafficking situation, they will return to the streets from which they came. Additionally, even if a trafficking victim is successfully identified, rescued, and reintegrated into society, there are countless other vulnerable individuals who will quickly fill the void he or she left behind. There is, therefore, a strong argument for targeting the purchasers of commercial sex to effectively combat and prevent sex trafficking and prostitution.

Various approaches and interventions targeting sex buyers have been used throughout the United States, and a significant need exists to share information and collective experiences across law enforcement agencies on strategies and how to implement them, best practices for reducing demand, and common challenges and ways to overcome them.

In response to the need for more information, the NIJ awarded Dr. Michael Shively, a senior research associate at Abt Associates, a research grant to fill the knowledge gaps and create a publically available compendium for

law enforcement agencies considering or implementing demand reduction strategies in their jurisdiction.

In a report, *A National Overview of Prostitution and Sex Trafficking Demand Reduction Efforts*, Dr. Shively and his colleagues conducted extensive literature reviews, surveys, and interviews with law enforcement agencies around the United States to identify commonly used and innovative programs and tactics to reduce demand.

They found more than a dozen different types of interventions in use in more than 800 U.S. jurisdictions and were able to obtain key details about how the programs are implemented. They cataloged, for example, the number of officers needed to successfully implement the intervention, approaches to overcoming common challenges, and innovative variations to standard implementation.

By far, the most commonly used intervention is the street-level reverse sting, where a police officer poses as a prostitute (though some departments use non-law enforcement decoys). Web-based stings are also frequent, while brothel-based stings are uncommon. Shaming johns by publicizing their identities via news outlets, police websites, and billboards is another common tactic, as is the seizure of automobiles used in the commission of the crime. Though not as popular, a fair number of jurisdictions reported using "john schools"—educational programs for arrestees where they are instructed on health consequences, impacts on communities, impacts on survivors (at times delivered by a survivor), victimization risks, and legal consequences.

Researchers also compiled available formal evaluations of some demand reduction strategies. It is difficult to precisely evaluate the impact of the strategies, and a significant need for further research exists, but the following examples are illustrative of the promise and potential:

- A john school in San Francisco, California, appeared to reduce offender recidivism

Dr. Shively and his colleagues conducted extensive literature reviews, surveys, and interviews with law enforcement agencies around the United States to identify commonly used and innovative programs and tactics to reduce demand.

by more than 40 percent. The decrease in recidivism occurred concurrently with the program's implementation and was sustained for the following decade.

- In a controlled experiment in Jersey City, New Jersey, a comprehensive approach that included reverse stings appeared to reduce prostitution by 75 percent.
- In Sweden, criminalizing the purchase of sex while simultaneously decriminalizing the sale of sex appeared to reduce street prostitution by 50–75 percent.
- A comprehensive approach that focused on arresting and shaming johns was associated with a 24 percent drop in calls for service in St. Petersburg, Florida. Another approach that also focused on john arrest and shaming was associated with a 38 percent reduction in calls for service in Raleigh, North Carolina.
- The use of reverse stings and john shaming in Wilkes-Barre, Pennsylvania, appeared to both remove the jurisdiction from a known trafficking circuit and reduce the number of women engaging in prostitution by 75 percent.

Dr. Shively and his colleagues have continued to compile data about demand reduction strategies in U.S. jurisdictions and currently have information from more than 1,000 jurisdictions in their database. The database, located online at Demandforum.net, can be searched by specific tactics (such as shaming, auto seizure, community service, public education, neighborhood action, SOAP orders, john schools, letters, cameras, web stings, and license suspension). Users may also search the database by location, which identifies and connects users to tactics and interventions in use near their own jurisdictions.

Researchers are in the process of obtaining similar nationwide information about survivor-focused programs. This growing compilation of entities that serve survivors is also available on www.demandforum.net, as are a compilation of local ordinances and statutes that cover penalties for sex buyers, a documentary film about preventing sexual exploitation through demand reduction, and a list of organizations and agencies addressing demand for prostitution and trafficked sex. ❖

The full report, *A National Overview of Prostitution and Sex Trafficking Demand Reduction Efforts*, including helpful implementation guidance, is available at NCJRS.gov, keyword 238796.

The study also resulted in a user-friendly, publically available website containing this information and a database: www.demandforum.net.

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Encountering Mentally Ill People and Potential Liability under the Americans with Disabilities Act

By Michael J. Oh, Esq., Assistant City Attorney, City of Henderson, Nevada; Police Legal Advisor, Henderson Police Department; IACP Legal Officers Section

Law enforcement officers' encounters with emotionally disturbed people are becoming more prevalent each day. However, case law across the United States has been inconsistent in determining whether law enforcement officers can be held liable when dealing with a person with a mental disability, specifically as to whether the law enforcement officers violated the person's rights under the Americans with Disabilities Act (ADA). This article analyzes the most recent case that has dealt with this issue in the Ninth Circuit, *Sheehan v. City of San Francisco*.

Americans with Disabilities Act—A Brief Background

Title II of the ADA provides that, subject to certain exceptions, no qualified individual with a disability shall, by reason of such disability, be excluded from participation in or be denied the benefits of the services, programs, or activities of a public entity, or be subjected to discrimination by any such entity.¹ For the purposes of the ADA, law enforcement agencies are considered a public entity and, thus, among those that must abide by the law prohibiting exclusion due to the disability.² Per the Department of Justice, the ADA covers essentially all of the activities law enforcement regularly engages in, such as receiving citizen complaints; interrogating witnesses; arresting, booking, and holding suspects; operating 9-1-1 telephone emergency centers; providing medical services; and enforcing laws.³

Liability under the ADA

Courts have allowed at least two types of Title II claims applicable to arrests: (1) wrongful arrest, where police wrongly arrest someone with a disability because they misperceive the effects of that disability as criminal activity; and (2) reasonable accommodation, where, although police properly investigate and arrest a person with a disability for a crime unrelated to that dis-

ability, they fail to reasonably accommodate the person's disability in the course of investigation or arrest, causing the person to suffer greater injury or indignity in that process than most arrestees.⁴ For the purpose of this article, the focus will be on the latter cause of action as it relates to law enforcement's exposure to liability.

In order to bring a claim under Title II, a plaintiff must generally prove that (1) he or she is a qualified individual with a disability; (2) he or she was either excluded from participation in or denied the benefits of a public entity's services, programs, or activities, or was otherwise discriminated against by the public entity; and (3) the exclusion, denial of benefit, or discrimination was by reason of the plaintiff's disability.⁵

There has been some disagreement among the circuits as to whether the ADA applies to arrests; a subject raised most recently in the U.S. Ninth Circuit case *Sheehan v. City of San Francisco*.⁶

Sheehan v. City of San Francisco

In the case under discussion, a social worker believed Teresa Sheehan, the plaintiff who has a mental illness and was not taking medication prescribed for her condition, to be a danger to others due to her threats to the social worker. The police were subsequently called to transport Sheehan to a 72-hour involuntary commitment under California law. When the officers arrived, they were informed there were no other residents in the group home building and there was only one other way out of Sheehan's room, aside from the door to her room—a second-story window. The social worker did not give the officers any information that indicated that Sheehan was likely to injure herself.

The officers entered Sheehan's room without a warrant to confirm the social worker's assessment and to take Sheehan into custody. When the officers entered the room, Sheehan grabbed a knife and threatened to kill them, stating that she did not want to be detained in a mental health facility. The officers went back into the hallway and closed the door to Sheehan's room. The officers called for back-up, but before the back-up arrived, the original responding officers drew their weapons and forced entry into Sheehan's room. Sheehan threatened the officers with the knife and the officers fired

five or six shots. Sheehan survived and sued the officers, claiming the officers violated her Fourth Amendment rights by entering her room without a warrant and using excessive force. Additionally, Sheehan brought a claim under Title II of the ADA, along with other tort and statutory claims under state law.

The trial court granted summary judgment on all of Sheehan's claims, including the claim under the ADA. However, the U.S. Ninth Circuit Court of Appeals reversed the summary judgment, stating the reasonableness of an accommodation is ordinarily a question of fact and holding that Title II applies to arrests.

This was an issue of first impression for the Ninth Circuit, and the application of the ADA to law enforcement activity is not consistent throughout other circuit courts. The U.S. Fifth Circuit has held that Title II does not apply to an officer's "on-the-street-responses."⁷ The U.S. Eleventh and Fourth Circuits took a different approach and looked at reasonableness of the requested ADA modification where there are exigent circumstances presented by criminal activity. The Tenth Circuit held that excluding arrests from the scope of Title II "is not the law."⁸ Similar to the Eleventh and Fourth Circuits, the Ninth Circuit adopted the reasonableness of the ADA modification approach.

The U.S. Supreme Court, however, is moving toward a review of the *Sheehan* case, which has the potential to provide a precedent for courts in cases of alleged ADA violations by law enforcement and unify the previously disparate views.⁹

Reasonableness of the ADA Modification Approach

In a 2007 alleged ADA violation case, *Bircoll v. Miami-Dade County*, a deaf man was arrested for allegations of driving under the influence.¹⁰ The plaintiff alleged the law enforcement officers violated Title II of the ADA by failing to provide him with an interpreter to assist him in communicating with police officers. The U.S. Eleventh Circuit established a reasonable modification approach test—it asked "given the criminal activity and safety concerns, was the modification of police procedures reasonable before the police physically arrested a criminal suspect, secured the scene, and ensured that there was no threat to public or officer's safety?"

This approach created a highly fact-specific inquiry that requires the determination by a jury as the finders of fact.

The Department of Justice Position

The U.S. Department of Justice (DOJ) implements regulations interpreting Title II of the ADA, as dictated by § 35.190(b)(6) of the act, which designates the DOJ as the agency responsible for coordinating compliance activities of public entities that administer “[a]ll programs, services, and regulatory activities to law enforcement, public safety, and the administration of justice, including courts and correctional institutions.”¹¹ The preamble to the regulations indicates that this language is intended to apply to “all services, programs, and activities made available by public entities.”¹² The regulations define “program” to mean “all of the operations of any entity described...any part of which is extended Federal financial assistance.” Additionally, the term “benefit” includes the provision of services such as “treatment, handling, decision, sentencing, confinement, or other prescription conduct.”¹³

Based upon the regulations and a review on past matters concerning law enforcement agencies, the DOJ has consistently interpreted Title II of the ADA and Section 504 of the Rehabilitation Act to include all operations and activities of a police department, including the provision of reasonable accommodations during an arrest.¹⁴ Therefore, despite the inconsistency among the U.S. circuit courts as to whether the ADA requirement of reasonable accommodation applies to arrest, a law enforcement agency may be subject to an enforcement action by the DOJ if reasonable accommodations are not provided during an arrest when dealing with a subject who is mentally ill.

Conclusion

While the U.S. courts have been inconsistent with their rulings as to whether the ADA applies to arrests, the DOJ’s enforcement approach is consistent with the *Sheehan* case. Even though a law enforcement agency may not be liable in some U.S. federal circuit courts under an ADA claim, the agency may still be subject to DOJ enforcement action and penalties. Thus, a law enforcement agency should review its policy to ensure compliance with Title II of the ADA as it relates to arrests. Further, the potential costs for defending an ADA claim could be substantial even if the agency ultimately prevails in the lawsuit, especially if more circuits adopt the Eleventh Circuit’s reasonableness of the ADA modification approach. ♦

Notes:

¹42 U.S.C.A. § 12132

²*Id.*

³*Commonly Asked Questions About The Americans With Disabilities Act And Law Enforcement.* (www.ada.gov, last viewed May 4, 2014).

⁴*Gohier v. Enright*, 186 F.3d 1072 (10th Cir. 1999); *Gorman v. Barch*, 152 F.3d 907 (8th Cir. 1998)

⁵*Shotz v. Cates*, 256 F.3d 1077 (11th Cir. 2011).

⁶*Sheehan v. City of San Francisco*, 743 F.3d 1211 (9th Cir. 2014).

⁷*Hainze v. Richards*, 207 F.3d 795, 801 (5th Cir. 2000).

⁸*Gohier v. Enright*, 186 F.3d 1216, 1221 (10th Cir. 1999)

⁹A writ of certiorari was filed on behalf of San Francisco on May 27, 2014, and the U.S. Supreme Court was waiting on Sheehan’s reply at the time of publication.

¹⁰*Bircoll v. Miami-Dade County*, 480 F.3d 1072 (11th Cir. 2007).

¹¹28 C.F.R. §§ 35.191–35.999 (6).

¹²28 C.F.R. 35.102(a).

¹³28 C.F.R. 42.540(h) and (j).

¹⁴See the United States Department of Justice webpage “Cases and Matters,” www.justice.gov/crt/records (accessed May 4, 2014).

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OJP's Partnership with Law Enforcement Against Human Trafficking

The U.S. Department of Justice's (DOJ) Office of Justice Programs (OJP) provides innovative leadership to federal, state, local, and tribal justice systems by disseminating state-of-the-art, research-based knowledge and practices across the United States and providing grants for the implementation of these crime-fighting strategies. Because most of the responsibility for local crime control and prevention falls to law enforcement officers in states, cities, and tribal communities, the U.S. federal government can be most effective when it engages in partnerships with those agencies and their officers. Therefore, OJP works in partnership with the justice community to identify the most pressing crime-related challenges confronting the justice system and to provide information, training, coordination, and innovative strategies and approaches for addressing these challenges. We consider the proliferation of human trafficking within and across the United States to be one of the most pressing challenges.

As many in the law enforcement community know firsthand, human trafficking is a serious global problem that has become a major threat to public safety in the United States. The U.S. Attorney General Eric Holder captured the scope of the problem when he said "[Human trafficking] is not just a global problem—it's a national crisis."

Human trafficking is more than a crime—it's an affront to human dignity and an attack on fundamental humanitarian values. We have a responsibility at the federal level to fight the problem, to support victims of trafficking, and to support the work of state and local law enforcement agencies in the fight against human trafficking.

The president of the United States takes this responsibility seriously, and, as a strong sign of his commitment, the White House released the *Federal Strategic Action Plan on Services for Victims of Human Trafficking in the United States*. The attorney general, with the secretaries of the Departments of Health and Human Services and Homeland Security, co-chaired the task force that crafted the plan. This is a significant coordinated federal effort to strengthen services for human trafficking victims in the United States, and it represents an important milestone in our work with human trafficking victims. The introduction to the *Strategic Action Plan* reads, in part:

As our understanding of the scope and impact of human trafficking evolved over the years, we now recognize a more complex web of exploitation affecting diverse communities across the country. Today,

we acknowledge that human trafficking affects U.S. citizens and foreign nationals; adults and children; and men, women, and transgender individuals who are victimized across a wide range of commercial sex and forced labor schemes. This Plan details a series of coordinated actions to strengthen the reach and effectiveness of services provided to all victims of human trafficking, regardless of the victims' race, color, national origin, disability, religion, age, gender, immigration status, sexual orientation, or the type of trafficking they endured.

Strategic work to combat human trafficking at DOJ continues full force. The DOJ, through its U.S. Attorney's Offices, the Civil Rights Division's Human Trafficking Prosecution Unit, and the Criminal Division's Child Exploitation and Obscenity Section, has been prosecuting more and more occurrences of this crime each year.

OJP manages DOJ's Human Trafficking Working Group, which engages staff from DOJ's policy and litigating components to share information and coordinate activities. OJP funds law enforcement and victim service agency partnerships to operate as local task forces through the Bureau of Justice Assistance (BJA) and Office for Victims of Crime (OVC); research on the scope and consequences of trafficking supported by the National Institute of Justice (NIJ); and crisis

services for children and families affected by trafficking through the Office of Juvenile Justice and Delinquency Prevention (OJJDP). OJP's colleagues at the Community Oriented Policing Services (COPS) Office have many training resources available, as well as podcasts and a tool kit for law enforcement. The Office on Violence Against Women has also invested resources in helping communities address the specific needs of trafficking victims, including training on building collaborative responses to trafficked victims of sexual assault and domestic violence. These are several examples of the work DOJ has undertaken to address human trafficking.

In addition to providing services for survivors and training and technical assistance to law enforcement, research is also key in addressing the scope and consequences of human trafficking in the United States. In September 2013, the Institute of Medicine of the National Academy of Sciences released an OJJDP-funded report entitled *Confronting Commercial Sexual Exploitation and Sex Trafficking of Minors in the United States*. The report offers recommendations concerning strategies for responding to commercial sexual exploitation and sex trafficking of minors in the United States, new legislative approaches, and a research agenda to enhance understanding of this crime. In April 2014, NIJ convened a group of nearly 100 researchers, practitioners, and DOJ staff to evaluate the state of available data on human trafficking and to develop priorities for future research. Other NIJ-funded research projects focus on the nature and extent of human trafficking; detecting and investigating traffickers; prosecuting traffickers; and developing and providing services for trafficking victims.

Human trafficking is a grave humanitarian crisis, but as officers across the United States and around the world have shown us, the fight to end it has begun—and it can be won. ♦



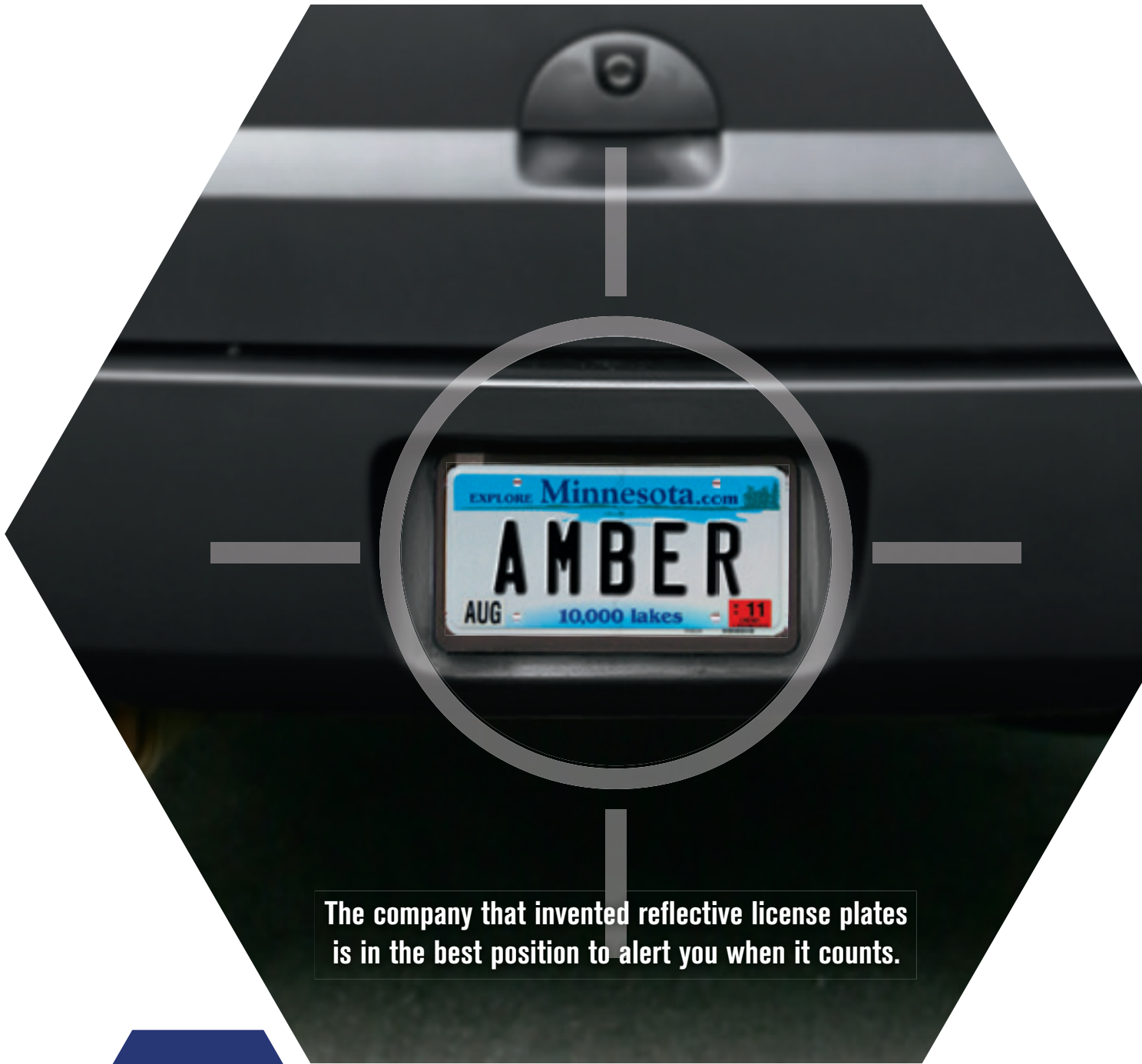
Karol V. Mason, Assistant Attorney General, Office of Justice Programs, U.S. Department of Justice

Resources

The reports mentioned in this column can be read or downloaded online.

Federal Strategic Action Plan on Services for Victims of Human Trafficking in the United States: www.ovc.gov/pubs/FederalHumanTraffickingStrategicPlan.pdf

Confronting Commercial Sexual Exploitation and Sex Trafficking of Minors in the United States: www.nap.edu/catalog.php?record_id=18358



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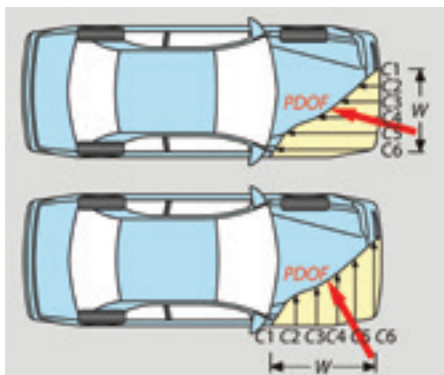
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Where do the good ideas come from?

In this column, we offer our readers the opportunity to learn about—and benefit from—some of the cutting-edge technologies being implemented by law enforcement colleagues around the world.



Port Tampa Bay Selects PlateSmart's ARES Enterprise LPR Solution

PlateSmart Technologies announces that Port Tampa Bay has implemented its ARES enterprise License Plate Recognition (LPR) solution as another tool to enhance port security. The ARES software provides Port Tampa Bay with constant data regarding all vehicles entering and leaving certain facilities, as well as analytic features to help security personnel detect suspicious vehicle activity. With ARES in place, port security staff have real-time situational awareness and solid evidence for forensic investigations.

Port Tampa Bay, the largest port in Florida, is one of the busiest in the United States, providing service to luxury passenger liners as well as freighters and tankers containing many tons of cargo on a daily basis. Additionally, the port has a number of ship repair facilities. With so much to oversee, the Port Authority chose the ARES solution from PlateSmart as the best tool to help protect port interests and streamline security processes.

"Port Tampa Bay is dedicated to seeking cutting-edge technologies that increase security and efficiency for our tenants, customers, and community," a spokesperson for the Tampa Port Authority said. "Further, we are proud that we were able to partner with a local company to deploy this innovative technology at key locations on our facilities."

For more information, visit www.platesmart.com.

StarChase GPS Tracking Technology to Reduce Risk and Liabilities from High-Speed Pursuits

Effectively Used to Bring Safe Conclusions When Apprehending Human Traffickers

In a written report, Dr. Geoff Alpert, a nationally recognized expert on police pursuits, called StarChase LLC a "game changer for law enforcement." These accolades followed the conclusion of test bed research funded by the National Institute of Justice (NIJ), which demonstrates that law enforcement's use of the system results in apprehension rates greater than 80 percent and with no injuries, fatalities, or property damage.

StarChase uses GPS technology to tag and track a fleeing suspect vehicle in near real time.

The StarChase pursuit management system is mounted behind the grille of a police vehicle. When confronted with a suspect who will not stop once lights and sirens have been activated, officers can use a laser sight to target the fleeing vehicle and then deploy a cylinder-shaped GPS tag from the grille-mounted launcher. The GPS tag adheres to the suspect's vehicle and then transmits precise coordinates and speed back to police dispatch, enabling all responders to view the location and movements of the tagged vehicle in near real time on a digital roadmap via a secure Internet connection. Pursuing officers can ease off of the suspect's vehicle, while precisely tracking and directing other appropriate response units to assist with the intercept without the need for dangerous, high-speed pursuits. Officers remain on the street, a potentially dangerous pursuit is avoided, and the suspect can be safely apprehended.

"Criminals will continue to run knowing that agencies will not chase them," said Officer Corey Lankow of the Arizona Department of Public Safety. "With StarChase, now that equation has been erased. It's kind of like having a partner on board because StarChase is there to assist me when called upon."

The system has been especially effective in apprehending suspects that almost are certain to evade arrest, such as in cases of vehicle theft and human trafficking. Such pursuits have led to especially bad outcomes, given vehicle theft and trafficking suspects' willingness take extreme risks in order to avoid being apprehended. In many instances, the results are crashes, which take the lives of innocent bystanders, law enforcement officers, and the people being transported as cargo in vehicles often loaded well beyond capacity.

The StarChase pursuit management system is being used by law enforcement officers in a dozen states and has been credited with scores of successful tags, resulting in arrests without crashes or injuries. ♦

For more information, visit www.starchase.com.

Northwestern University Center for Public Safety Announces the 11th Edition of Traffic Crash Investigation

Northwestern University Center for Public Safety (NUCPS) is pleased to announce the fall 2014 release of the *Traffic Collision Investigation*, 11th edition textbook. The 2014 edition contains more than 800 full-color photographs and drawings that illustrate how to document and analyze traffic crashes. The 2014 edition includes two new chapters addressing advancements in the field and responding to requests and questions posed by practitioners in the field.

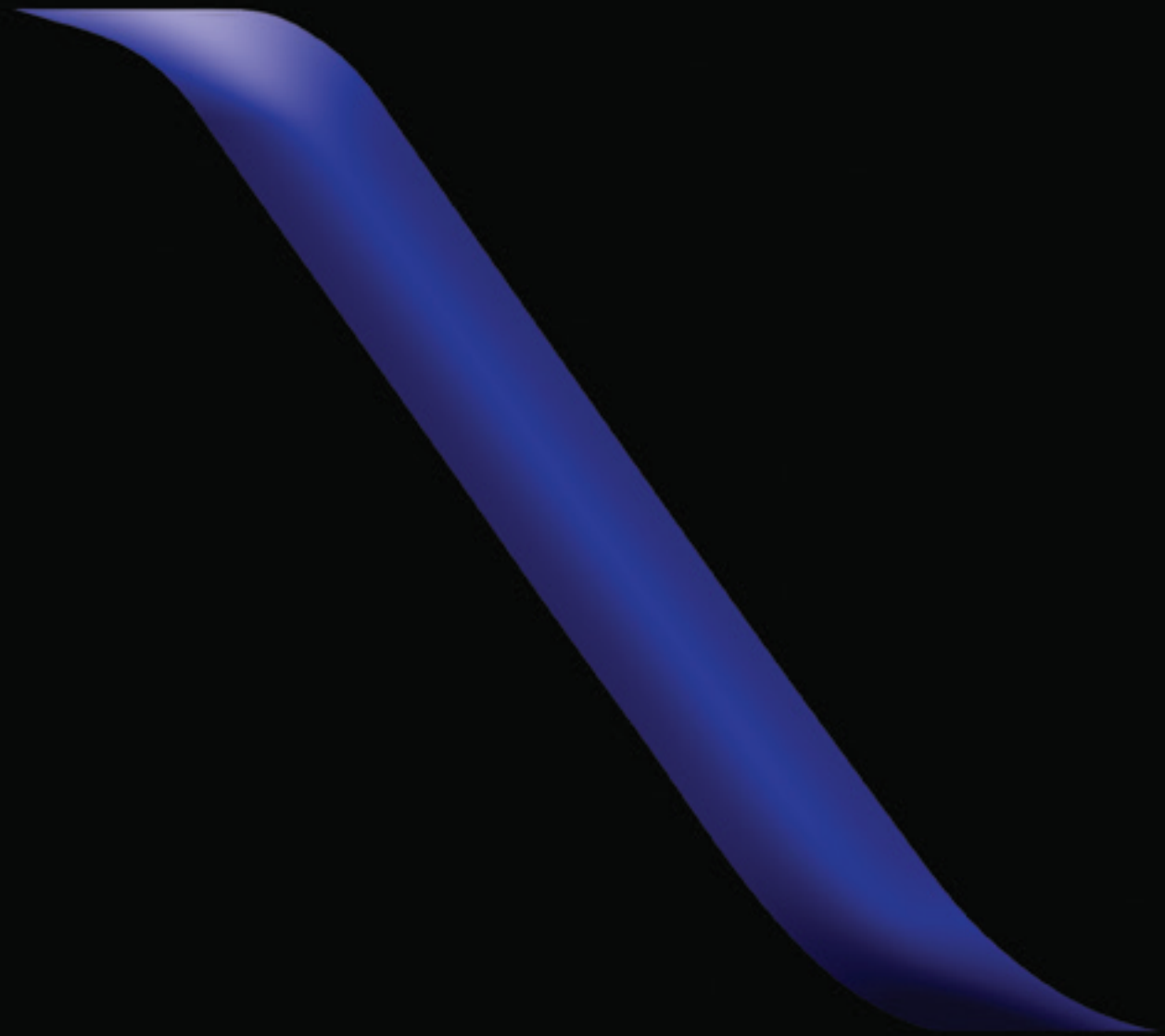
"J. Stannard Baker's approach to traffic crash investigation—which he developed here at NUCPS more than 70 years ago—is the foundation of our books, and we're thrilled to be able to offer our students and professional crash investigators a resource that honors that foundation while also addressing 21st century technology and practices," said Roy Lucke, Director of Highway and Transportation Safety Programs at NUCPS.

Requests from students and users of previous editions of the book resulted in the inclusion of a second new chapter, "Investigation of Hit and Run Crashes," by Roger W. Barrette, Adam M. Hyde, and Richard S. Brown. While elements of hit-and-run investigations have always been included in the book, a full chapter of guidance on how to investigate these often challenging incidents is part of the new edition.

Traffic Collision Investigation deals primarily with data collection at crash scenes, as well as some data interpretation.

For more information, visit <http://nucps.northwestern.edu/tci>.

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The Dangers of Vehicle Pursuits:

NEW EMERGING ISSUES

By Richard Johnson, PhD,
University of Toledo, Ohio; and
Harry Dolan, Chief (ret.), Raleigh,
North Carolina, Police Department

As long as crime has existed, criminals have been attempting to elude justice. The invention of the automobile gave criminals one more way to attempt to escape the grasp of law enforcement. While the use of motor vehicles by criminals is widespread, one could assume that vehicle pursuits have become safer for officers over time. Improvements in vehicle safety technology have made cars more maneuverable and safe, increasing the likelihood of surviving a high-speed crash. Advances in emergency trauma medicine have also increased the survival rate of traffic crash victims. Today, most law enforcement agencies have policies limiting the circumstances under which a vehicle pursuit may occur, how it will be monitored by management, and when it will be called off to avoid undue risks to the officers and the public. Police pursuit training has become more extensive and realistic, involving intense computer simulations and hands-on practice with real vehicles. Finally, anti-pursuit technologies have become common, such as devices used to deflate the tires of suspects' vehicles.

But have pursuits really become safer? Both authors have encountered high-speed vehicle pursuits that ended in the fleeing

suspect surrendering to the police, without injury to officers, citizens, or suspects. On the surface, these incidents appear to be textbook successes. Many of these same pursuits, however, have also involved numerous assisting officers racing across the city at extremely high speeds, traveling through stop signs and red lights at rush hour, to assist in the pursuit by trying to get ahead of it to lay tire-deflation devices in the path of the pursuit. The authors have witnessed officers, miles from the pursuit, racing through intersections at breakneck speeds, just narrowly missing the cars of innocent people on their way home from work or school—even witnessed assisting officers, pumped with adrenaline, loudly cursing innocent citizens who did not move aside fast enough. While officers in direct pursuit are often governed by strict department policies limiting the pursuit to reasonable speeds, additional officers who are not in direct pursuit are often traveling at unsafe speeds all across the area to assist in the pursuit.

These observations led to a broader examination of the risks vehicle pursuits pose to officers. This broader study examined not only officers in direct pursuit, but also the danger and risks to officers assisting in these pursuits. This analysis of officer deaths associated with vehicle pursuits revealed that police vehicle pursuits have not become safer over time. In fact, some types of officer deaths associated with pursuits have been on the increase for the last few decades. The study reveals trends in officer deaths related to pursuits and

provides a backdrop for an exploration of suggestions to mitigate the trends and understand the potential effects on police pursuit policies and practices.

Study Methodology

The study began with an investigation of law enforcement officers killed while involved in vehicle pursuits from 1960 through 2011. Data were gathered on all police officers killed in a motor vehicle-related death from the Law Enforcement Officers Killed and Assaulted (LEOKA) reports published annually by the Federal Bureau of Investigation (FBI), death descriptions offered on the Officer Down Memorial Page website, and archived newspaper articles surrounding each officer's death. These information sources were reviewed to identify officers whose deaths were associated with a vehicle pursuit in some way. This review identified 455 officer deaths related to vehicle pursuits during the 52-year study period.

Data were gathered on the role each of these officers played in the pursuits, revealing that 75 percent were directly involved in pursuing a fleeing suspect vehicle at the time of their deaths. Another 19 percent were involved in some sort of blocking activity (such as creating a roadblock or deploying tire deflation devices), and the remaining 6 percent were traveling to catch up to the pursuit or get ahead of it to establish a blocking position.

It was originally anticipated that the data would reveal a gradual decline in

officer pursuit-related deaths for several reasons. First, advances in trauma medicine and EMS services at the scene of accidents have significantly reduced citizen deaths in automobile accidents over the last four decades. Second, improvements in automobile engineering have made vehicles significantly safer. Third, officer pursuit training has increased in quantity and quality, now including video-based simulations, as well as actual vehicle operations on a closed track. Fourth, most law enforcement agencies have developed detailed written policies governing when and how vehicle pursuits will be conducted, with some agencies limiting pursuits to cases of violent felony offenses. A few agencies have even banned pursuits entirely. Finally, the last four decades have witnessed the development and proliferation of tire-deflation devices used by police departments. These facts, taken together, would lead one to anticipate that, over time, the number of police pursuits has decreased, and when pursuits occur, they would be less likely to result in the death of an officer. The results of the analysis, however, only partially meet these expectations.

Study Results

Figure 1 is a line graph of law enforcement officers who were directly involved in a pursuit by chasing the fleeing suspect vehicle at the time of their deaths. These officers died by losing control of their vehicles, colliding with the suspects' vehicles, colliding with another police vehicle, or colliding with an innocent third party. This figure demonstrates that, as anticipated, this role in pursuits decreased in lethality over time. The number of officers who died while involved in direct pursuit gradually declined over the last five decades, from 50 officers killed between 1960 and 1964, to 17 killed between 2005 and 2010. It appears that the advances in pursuit policies, medical resources, and vehicle technology have paid off in officers' lives saved during direct pursuits.

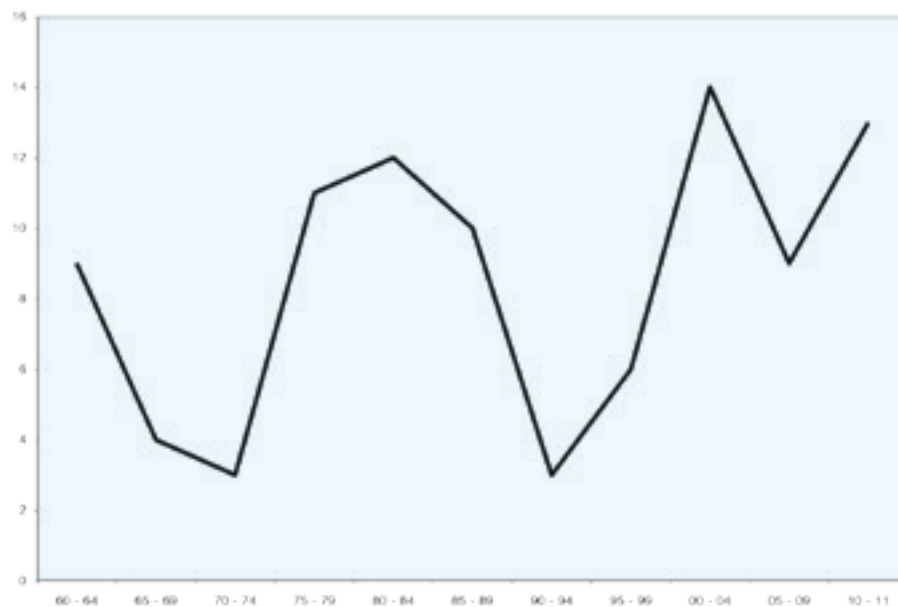
Blocking Activities Deaths

Approximately 19 percent of the pursuit-related officer deaths occurred to officers attempting to establish some sort of block to the fleeing suspect's path. This included establishing a roadblock with a patrol car or other obstruction, directing lights in the eyes of the approaching suspect, or deploying tire deflation devices. Figure 2 displays the trend in officer deaths related to this pursuit activity. As this figure reveals, there has *not* been a gradual decline in officer deaths of this nature. These types of officer deaths declined in the 1960s, dramatically rose again in the 1970s, and declined rapidly in the late 1980s and early 1990s. By the mid-1990s, these deaths were on a steep rise again and, after a brief dip, are continuing to rise today.

Figure 1: Officers killed while pursuing a fleeing suspect vehicle 1960–2011



Figure 2: Officers killed while engaged in blocking activities 1960–2011



This unusual pattern may be explained by changes in the case law surrounding police pursuits, and the development of anti-pursuit technologies. Three landmark cases in the 1980s dramatically changed how roadblocks could be utilized during vehicle pursuits. First, in *Tennessee v. Garner* (1985), the U.S. Supreme Court took the first major step in defining the limits of police use of lethal force. One of many things that resulted from this case was the abolishment of the "fleeing felon rule" that had previously allowed the use of lethal force to prevent felons from escaping, regardless of the lack of imminent danger posed by the felon. This abolition, therefore, elimi-

nated the practice of shooting at fleeing suspect vehicles (from a moving patrol car or a roadblock) in most cases.¹ The second case, *Jamieson v. Shaw* (1985), decided by the Fifth Circuit of the U.S. Court of Appeals, extended the decision in *Garner* to include other roadblock tactics that had a high likelihood of severely injuring or killing the fleeing suspect. In particular, this case suggested that placing a patrol car across the road on a blind curve and shining bright lights in the driver's eyes to prevent him or her from seeing the roadblock constituted an unreasonable seizure.² In the third case, *Brower v. Inyo County* (1989), the U.S. Supreme Court also ruled that roadblock tactics that create



a likelihood of death or injury to the fleeing suspect constituted an unreasonable use of force. In this case, officers had placed a semi-truck completely across the highway around a curve, with patrol cars' headlights aimed to blind the fleeing driver on approach.³

These three court decisions and the influence they undoubtedly had on law enforcement agencies' pursuit practices may explain the tremendous decline in officer blocking deaths that began around 1985 and continued through the early 1990s. After 1985, roadblocks, if used at all, had to be constructed in a manner so that they would not cause injury to the fleeing suspect. Some of the pre-1985 officer deaths at roadblocks involved officers shooting at the fleeing driver from the roadblock, causing the driver to lose control and hit an officer or intentionally try to run down the firing officers. Others involved fleeing suspects being blinded by police lights, causing them to swerve and hit an officer. Still others involved officers off of the roadway who were hit when the suspect left the roadway in an attempt to go around a vehicle parked across the road. All three of these common scenarios were reduced dramatically by the restrictions placed on roadblocks by the U.S. federal courts. Fewer occurrences of these situations resulted in fewer officer deaths at roadblocks.

The steady resurgence of officer blocking activity deaths since the mid-1990s may be linked to the proliferation of tire deflation anti-pursuit devices. According to the U.S. Patents Office website, in the 1960s, no patents were filed for tire deflation devices. In the 1970s, two such patents were filed, and in the 1980s, seven patents were filed. In the 1990s, however, 19 new patents were filed, with another 24 filed in the first decade of the 2000s.⁴ As the number and variety of

these devices have increased, so have the number of officers killed attempting to deploy these devices. Almost all of the officers killed after 1995 while attempting some sort of blocking activity were killed while attempting to deploy tire deflation devices. Some were retrieving the devices from their trunks when rear-ended on the side of the road. Others were hit by the suspect vehicle or another citizen while deploying the devices, while still others were killed by patrol cars or other passing motorists as they attempted to retrieve the used devices from the road.

Traveling to Assist in the Pursuit

The last type of activity in which officers were engaged when killed during pursuits involved officers who were in fatal motor vehicle crashes while rushing in an attempt to either catch up to the pursuit or get ahead of the pursuit in order to establish a roadblock or deploy tire deflation devices. Between 1960 and 2011, 86 law enforcement officers died in this manner. Figure 3 reveals the pattern of these officer deaths since 1960.

As Figure 3 demonstrates, the number of officers killed in fatal auto crashes while traveling to assist in pursuits has been steadily increasing for several decades. In the 1960s, 13 officers died in this manner, but in the first decade of the 2000s, the number was 23, almost double the number of the first decade of the study. The exact reason for this steady increase is not completely clear. It may be a result of extensive media attention to vehicle pursuits today on news broadcasts and reality television shows, which glorify vehicle pursuits, possibly attracting officers to the excitement of a pursuit. It could also be an unintended consequence of the implemen-

tation of anti-pursuit technologies. More officers may be trying to get involved in the pursuit by establishing a blocking position with tire deflation devices. Finally, the expansion of radio communication capabilities and global positioning maps may have made more officers aware of the pursuit than was the case several decades ago. As more officers are aware of the pursuit, more officers try to get involved.

The authors have observed an increase in traffic collisions involving secondary officers responding to assist those in direct pursuit. When reviewing these collisions, it appeared that paralleling the pursuit had become commonplace. In some of the incidents reviewed, 20 or more police units paralleled a pursuit. The obvious safety issue with paralleling is the inherent danger associated with numerous emergency vehicles in close proximity traveling at high rates of speed while unaware of the others' locations.

The results of the present study raise the concern that the presence of the tire deflation devices in patrol cars may be resulting in an increase in the frequency and speeds associated with paralleling units. In fact, so great was the concern of one of the authors that, after reviewing the findings of this study, he directed all tire deflation devices be removed from his agency's patrol cars. This decision was based upon the inability to support officers standing in roadways in close proximity to fleeing motorists traveling at high rates of speed, and the number of officers traveling at high rates of speed to get into position to deploy the devices was too great a risk to all concerned. The risks involved with the implementation of tire deflation devices demonstrate the need for the law enforcement profession to conduct evaluative research prior to implementing new technologies.

Implications for Policy and Practice

The results of this analysis of officer pursuit-related deaths may suggest the need for changes in police policies and practices. First, consideration should be given to expanding written departmental pursuit policies to include restrictions on the behaviors of officers assisting in pursuits. Just as many pursuit policies limit the number of officers or units that can participate in the pursuit, police executives should also consider restricting the number of officers who can engage in assisting with the pursuit. Limitations should be placed on how fast these assisting officers are allowed to travel, and, just like officers directly involved in the pursuit, they should be called off if traffic conditions make their travel unnecessarily dangerous.

Second, law enforcement agencies, in cooperation with tire deflation device manufacturers, should identify the safest and most effective tactics for establishing

Figure 3: Officers killed while traveling to assist in the pursuit 1960–2011



roadblocks and deploying these devices. By comparing tire-deflation device deployment incidents that resulted in deaths and injuries with deployments that were done safely, key differences may be identified that can lead to the development of best practices in the deployment of these devices. These evidence-based best practices can then be written into pursuit policies and incorporated into both academy and in-service training. It would also be beneficial to expedite the current research and experimentation into electronic vehicle kill switch technology that can remotely turn off the fleeing vehicle's engine, thus safely terminating the vehicle portion of the pursuit. Such technology is currently under development by several companies, but public pressure should be placed on these private companies to move more quickly to develop a model for practical field use.

Finally, to ensure officer buy-in with changes in tactics and written policies, street-level officers should be educated about the rising officer death rate from the deployment of tire deflation devices and traveling to assist in pursuits. Officers may exercise more caution when they realize that these activities are posing a greater risk to officer safety. Agencies can conduct after-action reviews to educate officers of the dangers they are posing to themselves

and innocent motorists and pedestrians. Dash camera video footage from the assisting units, traffic camera footage, and in-car global positioning data can all be used in these after-action reviews to demonstrate to officers the dangers being posed by these activities.

Conclusion

The authors are not opposed to police pursuits as long as they conform to departmental policies and the limits of the law. We fully recognize and support the need for law enforcement officers to pursue and apprehend criminals who refuse to voluntarily submit to the law. The purpose of this study was to examine if they are being conducted in the safest manner. The natural tendency for police officers to over-respond during vehicle pursuits has long been an area of great concern for police administrators. Managing the fundamental desire of good cops everywhere to come to the aid of their peers remains an inherent challenge. Over the past several decades, considerable improvement in decision making has been demonstrated by officers and supervisors in direct pursuits. The information provided by this study reveals that the overriding concern today rests with the uncoordinated response of those coming to the aid of the officers in direct pursuit.

In spite of changes in technology, training, tactics, and policies designed to reduce the dangers vehicle pursuits pose for police officers, the annual number of officers killed *assisting* in pursuits has steadily been on the rise. Each decade, the number of officers killed while deploying tire-deflation devices or traveling to assist the pursuing officers increases. Street-level officers need to be informed of this growing danger, and better tactics and training need to be developed for the use of anti-pursuit technologies. Pursuit policies need to be expanded to include governing the behavior of officers assisting in pursuits. New anti-pursuit technologies need to be developed that would be safer for officers to deploy. Law enforcement is a dangerous profession, and every effort that can be made to improve safety should be made. ❖

Notes:

¹*Tennessee v. Garner*, 471 U.S. 1 (1985).

²*Jamieson v. Shaw*, 776 F.2d 1048 (5th Cir. 1985).

³*Brower v. Inyo County*, 489 U.S. 593 (1989).

⁴U.S. Patent and Trademark Office, Patent Process—Search, <http://www.uspto.gov/patents/process/search> (accessed June 2, 2014).

SMC4 Managing Social Media Crime



SMC4 Observer enables law enforcement agencies to identify and fight crime by securely and easily managing and capturing large volumes of social media communications, alerting the Police to risks, criminal behaviour and crime related activity in real time.

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Move Over INITIATIVE

Law enforcement officials know that Move Over laws outline how motorists should respond when confronted by emergency vehicles that are traveling in the same direction and displaying flashing lights. Law enforcement officials also know that, in most states, these situations require that the driver vacate the lane closest to the emergency vehicle if it is safe and possible to do so; slow to a speed safe for weather, road, and traffic conditions; or slow to a fixed speed below the limit as defined by local law.¹

These basics about Move Over laws are well-known by law enforcement; however, the general public's lack of awareness regarding such legislation has exposed a great vulnerability in officer safety. In response to this risk, and in the wake of numerous traffic-related deaths of first responders, U.S. law enforcement agencies, led by the Tennessee Highway Patrol (THP), have begun a nationwide campaign to increase public education regarding Move Over laws.

A Need for Public Awareness

Since 2002, 49 states have passed Move Over laws. However, according to a poll sponsored by the National Safety Commission, 71 percent of U.S. residents are unaware that such legislation was passed within their states.² This same poll found that 90 percent believe that traffic stops and roadside emergencies are dangerous for first responders, and 86 percent support a nationwide adoption of Move Over laws. Overall, these findings highlight that although there is a significant void in education about Move Over laws, there is an abundance of national support for such legislation.

In response to these statistics, the National Safety Commission, the National Sheriffs' Association, and the National Association of Police Organizations established a partnership to educate the public about Move Over laws in an effort to better protect emergency personnel along U.S. roadsides. However, according to the National Law Enforcement Officers Memorial Fund, from 2004 through 2013, there had still been 136 fallen officers struck by vehicles.³

THP trooper Joey Lindsay asserts that the public cannot continue to be ignorant of their states' Move Over laws. In July 2013, Trooper Lindsay fell victim to a Move Over violation when a truck smashed into his cruiser, causing the officer to break his neck. He states,

It is so frustrating because people are driving along, they can clearly get over, and they won't. Of course, I'll jump in my cruiser and run them down and cite them for it. Half the time they will say they are not aware there was such a law. Whether they are lying or not, who is to say? Ignorance of the law is not a defense. We are doing everything we can to educate people and inform them so we can be safe and the motoring public can be safe, too.⁴

#MoveOver Goes Viral

Since 2010, traffic-related incidences of first responder injury or death have continued to rise. Officials report that traffic fatalities involving law enforcement officers in the United States have

increased 33 percent as compared to last year.⁵ This growing risk proves that Move Over laws are critical for officer safety. In fact, the penalty for violation of this law is steeper than a fine or a stint in jail since noncompliance can, and sometimes does, end in tragedy. So, for law enforcement officers, firefighters, utility workers, and other emergency personnel, Move Over is personal.

Recently, calamity struck the heart of the public safety community twice when a pair of promising young law enforcement professionals were killed in the line of duty due to apparent Move Over violations. On May 3, 2014, Florida Highway Patrol Master Trooper Chelsea Richard, 30, was struck and killed by a vehicle while investigating a crash on Interstate 75. Tow truck driver John Duggan—a member of a profession the Move Over law was also designed to protect—and pedestrian George Phillips also died. Their memories must be honored as well.

Just one week later, on May 10, 2014, Metro Nashville Police Officer Michael Petrino, 25, was on the scene of a previous crash on Interstate 65 when he was struck by a motorhome. He died on the scene.

Yes, Move Over is personal.

These tragedies served as a catalyst for the THP to increase its public awareness efforts about the fatal consequences of not following Move Over legislation. Colonel Tracy Trott of the THP launched a #MoveOver initiative on Twitter during National Police Week. The goal was to address this public safety challenge head-on, raise citizen awareness, and, hopefully, prevent another senseless tragedy on U.S. roadways.

On May 12, 2014, Colonel Trott published his first tweet on the matter, saying, "For my troopers & law enforcement in TN &



Colonel Trott poses for a #MoveOver photo.

By Tracy Trott, Colonel, Tennessee Highway Patrol
and IACP State and Provincial Police Division



IACP staff demonstrate support for the #MoveOver campaign.

across the world, please #MoveOver.” What happened next surpassed any of the colonel’s expectations.

That tweet was favorited and retweeted by countless concerned citizens; law enforcement agencies around the United States and as far as Ontario, Canada; elected officials; educators; and others too numerous to name. With the help of the International Association of Chiefs of Police (@TheIACP), the initiative quickly spread to law enforcement leaders across the globe and the #MoveOver movement was born. THP’s awareness efforts sparked unprecedented interest, prompting law enforcement agencies across the United States to begin a collaborative social media push to spread the message about Move Over laws. States such as North Carolina, Virginia, Kentucky, and Ohio stepped up enforcement and awareness efforts on their roadways, and many other states and people joined the campaign through social media. As a result, the support for the Move Over campaign was overwhelming, with hundreds of people posting pictures of themselves holding signs with the hashtag #MoveOver to Twitter and Facebook.

The height of the campaign’s success occurred the week immediately following Colonel Trott’s original post. From May 13 to May 20, 2014, the #MoveOver hashtag was tweeted, retweeted, and replied to, over 11,000 times by 5,520 different contributors. These contributors varied greatly by age and profession and included law enforcement agencies and officers, fire departments, EMTs and paramedics, sports teams, legislators, news and radio stations, and the public. Families and friends of law enforcement officers also chimed in, many posing with signs urging drivers to #MoveOver to ensure that their loved ones come home safely from their shifts.

Overall, from May 13 to May 20, 2014, #MoveOver-related tweets reached over 4.8 million Twitter accounts. This level of exposure generated a total of 29.1 million impressions about the #MoveOver campaign, meaning that the message was delivered to 29.1 million Twitter streams. This enormous response was sudden and unexpected and was a welcome surprise for a cause so important for officer safety. Naturally, the families of first responders were some of the first to participate, but the movement resonated with people of all professions and backgrounds. Those who did not have access to Twitter started sending pictures to THP’s Facebook page. The general public learned

YES, IT’S PERSONAL

In the first half of 2014, the law enforcement community lost four members to drivers who did not follow Move Over laws.

IN MEMORIAM

Special Deputy Marshal Frank McKnight
U.S. Marshals Service

Police Officer Michael A. Petrina
Metro Nashville, Tennessee, Police Department

Trooper Chelsea Richard
Florida Highway Patrol

Master Sergeant John Collum
Mississippi Department of Wildlife, Fisheries, and Parks

SOBERING NUMBERS

- More police officers are killed by traffic crashes than by any other line-of-duty cause of death. More than one-fourth of those killed are struck by passing vehicles while they work outside their patrol cars.*
- In 2013, 11 officers were struck and killed by vehicles.†
- In less than a year, 29 Colorado state troopers were struck by passing vehicles and one-fourth of all of Colorado State Patrol’s fallen heroes were taken by a driver that did not move over.‡
- Across the United States, crashes that could have been prevented by drivers moving over kill an average of 1 tow truck driver every 6 days; 23 highway workers and 1 law enforcement officer every month; and 5 firefighters every year.§
- From 2004 to 2012, the Tennessee Highway Patrol recorded 9,317 citations for Move Over violations.¶

Notes:

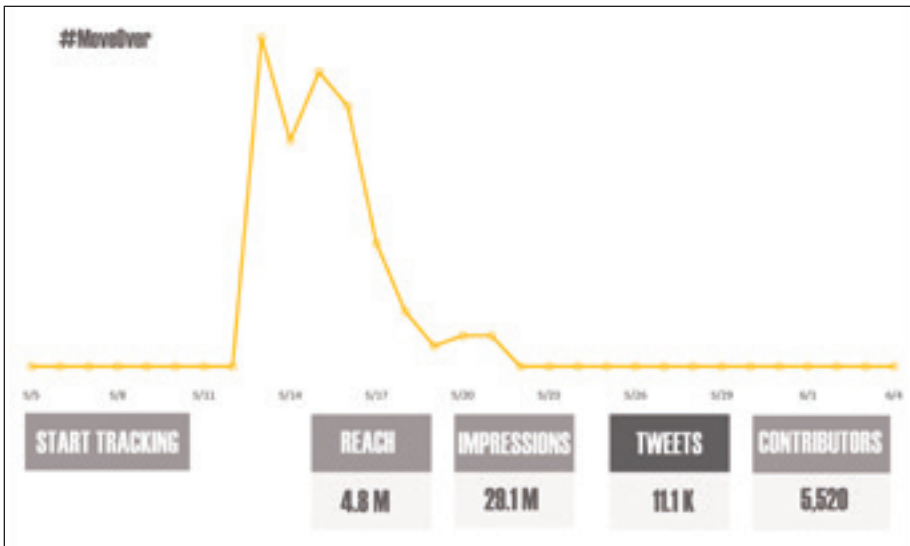
*Georgia’s Governor’s Office of Highway Safety, *Move Over It’s the Law*, <http://www.gahighwaysafety.org/fullpanel/uploads/files/moveoverlaw2012.pdf> (accessed June 19, 2014).

†National Law Enforcement Officers Memorial Fund, “Causes of Law Enforcement Deaths,” <http://www.nleomf.org/facts/officer-fatalities-data/causes.html> (accessed June 19, 2014).

‡April Nowicki, “Authorities Urge Colorado Drivers to Slow Down, Move Over after 29 State Troopers Hit in Last Year: Citations Issued for Not Moving Over,” *ABC 7News Denver*, <http://www.thedenverchannel.com/news/local-news/authorities-urge-colorado-drivers-to-slow-down-move-over-after-29-state-troopers-hit-in-last-year> 2132014; “1/4 of Our Fallen Heroes Were Taken by a Driver That Did Not #MoveOver and We Do Not Want to Add Any More,” @CSP_News, May 16, 2014, https://twitter.com/CSP_News/status/467436661979107329 (accessed June 19, 2014).

§Linda Gorman, “Move Over’ Law Protects Motorists, Roadside Personnel,” *ADOT* (blog), <http://adotblog.blogspot.com/search/label/Move%20Over%20Law> (accessed June 19, 2014).

¶Tennessee Department of Safety and Homeland Security, “TN Highway Patrol (THP) Activity Enforcement,” THP—Issued Move Over Citations, 2004 – 2012, table, http://www.tn.gov/safety/stats/THP_Activity/MoveOverLaw/THP_Move_Over_Citations_by_County.pdf (accessed June 19, 2014).



#MoveOver Campaign – Social Media Activity

about the movement and needed their voices to be heard. They were just as emotionally invested as the first responders were.

Yes, Move Over is personal.

By the end of the first day, Colonel Trott had gained nearly 300 new Twitter followers; by the end of the week the Twitter traffic related to the #MoveOver movement accounted for more than 5 million contacts.

It was a humbling experience, and a testament to the power of social media. But #Move Over is more than a hashtag—it should be a way of life for any motorist.

Move Over Training Initiatives

Around the same time, the Move Over movement was not just occurring in cyberspace. The Tennessee Department of Transportation (TDOT) had taken the lead of the U.S. state agencies that had joined the campaign. This cause was especially important to the TDOT, an organization that is

immensely aware of the implications of a Move Over violation. After all, over 100 highway workers are killed every year in secondary crashes, and it was a TDOT help truck operator who was on the scene with Officer Petrina on that fateful day.

In addition to the nationwide call for motorists to Move Over, the TDOT and THP's parent agency, the Tennessee Department of Safety and Homeland Security, have partnered to build the Traffic Incident Management training facility. This is to become the United States' first facility that will allow emergency responders to simulate a variety of crashes and train responders on safe and efficient clearance techniques. Coupling the #MoveOver public awareness campaign with training in traffic incident management is likely to drastically improve officer safety in first responder situations. Traffic incident management programs provide tools and guidance to officers to improve transportation network efficiency and responder safety at any time of day, during a variety of situations such as traffic crashes, disasters and emergency transportation operations, and planned special events (PSE). Preparation for all types of situations is the key to making traffic incidents as safe as possible for everyone involved—law enforcement officers, medical personnel, and all nearby motorists and pedestrians.

The TDOT and Tennessee Department of Safety and Homeland Security broke ground on the facility just days before the #MoveOver social media movement began. In conjunction with the Move Over law, this facility—complete with its own section of an interstate and a portion of a two-lane highway—will help improve the safety of motorists and emergency responders.

What's Next for the Move Over Campaign?

While it is encouraging to experience firsthand the implementation of new train-

ing initiatives and a viral #MoveOver social media movement, the safety of law enforcement officers and emergency responders still hangs in the balance. Law enforcement officers and those who support them must not become complacent. To most drivers, the roadways are a means of travel from point A to point B. Those in law enforcement know differently.

The roads represent the offices of many in the public safety community. Each one of those individuals requires and pleads for the space to do the job and to do it well. That's why the #MoveOver Twitter movement touched so many lives in the field. It represented a chance to have a voice and to speak for those people like Trooper Chelsea Richard who never had the opportunity. In one very powerful tweet, Trooper Richard's son Clayton Valdes is seen holding the sign "#Move Over ... I miss my mommy" in his mother's honor.

So, for Trooper Chelsea Richard and Officer Michael Petrina and John Duggan and George Phillips and for all of those who have lost their lives senselessly on the roadways ... Move Over.

It's personal. ❖

For more information about the national movement and state-specific Move Over laws, visit the Move Over, America website at www.moveoveramerica.com.

Notes:

¹"Move Over Law," United States, AAA/CAA Digest of Motor Laws, 2012, <http://drivinglaws.aaa.com/laws/move-over-law> (accessed June 4, 2014).

²"National Campaign Launches Effort Educating Drivers to 'Move Over' and Protect Officers on Roadways," Move Over, America, July 2, 2007, press release, <http://www.moveoveramerica.com/Move-Over-Law-Protect-Officers.html> (accessed June 4, 2014).

³"Causes of Law Enforcement Deaths," Officer Fatality Data, National Law Enforcement Officers Memorial Fund, April 14, 2014, <http://www.nleomf.org/facts/officer-fatalities-data/causes.html> (accessed June 4, 2014).

⁴Jim Matheny, "Injured THP Troopers Drive Home #MoveOver Message," WBIR-Knoxville, Gannett Company, Inc., May 13, 2014, <http://www.wbir.com/story/news/local/2014/05/13/move-over-thp-lindsay-russell/9055373> (accessed June 4, 2014).

⁵"Preliminary 2014 Fatality Statistics," Officer Fatality Data, National Law Enforcement Officers Memorial Fund, April 14, 2014, <http://www.nleomf.org/facts/officer-fatalities-data> (accessed June 4, 2014).



Clayton Valdes, son of Trooper Richard, displays his #MoveOver sign in honor of his mother.

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Driving to Save Lives in Virginia



**Drive
2 Save Lives**

**By Steve Flaherty, Colonel, Virginia State Police,
and IACP Division of State and Provincial Police**

When the concept of a multi-layered, multi-agency traffic safety program, which became the Drive to Save Lives campaign, was first batted around among the state and provincial (S&P) ranks, there was no mistaking its potential. Never before has a transportation initiative gained such momentum among so many S&P members so quickly. Never before have 41 S&P chiefs, colonels, commanders, commissioners, and superintendents stood shoulder-to-shoulder with the secretary of the U.S. Department of Transportation (DOT), acting administrator of the National Highway Traffic Safety Administration (NHTSA), administrator of the Federal Motor Carrier Administration (FMCA), and several other key transportation advocates to launch a nationwide traffic safety program. The press conference that kicked off the campaign was much more than just an impressive show of solidarity; the campaign is more than just a nifty slogan. Drive to Save Lives is exactly what law enforcement agencies need to renew the interest in reducing traffic deaths and to refresh troopers' commitment to preventing traffic crashes, injuries, and deaths while safeguarding themselves.

Tackling the campaign within the Virginia State Police would have to be a two-pronged approach, beginning with enforcement. The leadership had to have buy-in at every level of the uniformed ranks. It is one thing to have all seven field division commanders agree to the program; the real "heavy lifting" falls to the first-line supervisors at the area office level—the first sergeant and sergeants. It is ultimately up to them to get the troopers enthused about the program. So often folks say campaigns like this are just another "numbers game" to get them to write more tickets. Well, the Virginia State Police is focused on numbers—111, to be exact. That's how many lives Virginia must save in 2014 in order to reach the campaign's 15 percent reduction goal. Summonses and arrests only

go so far—this traffic safety initiative is about changing the behaviors and attitudes of the common driver and passenger.

Traffic safety is also not just a state police problem. The Virginia State Police is very fortunate to have established working relationships with local law enforcement. State troopers routinely work with local officers and deputies through stepped-up patrols, special enforcement operations, and checking details, among other tasks. Gaining the participation of the chiefs and sheriffs for Drive to Save Lives has been remarkably easy, thanks in large part to the tireless efforts of Dana Schrad, executive director of the Virginia Association of Chiefs of Police (VACP), who was also in attendance at the New Orleans, Louisiana, press conference kickoff.

The state police supervisors are now working with their local counterparts to strategically target crash-prone locations and communities through enhanced enforcement. One field division used a nationally recognized festival that attracts thousands of visitors as its introductory platform to partner with the local sheriff's office for a concentrated traffic safety effort. Another field division heightened its enforcement presence in every one of the 15 counties and six cities encompassed by that division. In addition, it partnered with nine of those jurisdictions, along with the North Carolina State Highway Patrol (NCSHP) and a North Carolina sheriff's office as part of its one-day Drive to Save Lives enforcement operation. Next will be a border-to-border enforcement effort targeting all 791.71 miles of U.S. Route 15 from South Carolina to New York.

The department's second tactic was public relations. Getting the Drive to Save Lives message out through traditional and social media channels was essential. Fortunately, traffic safety was a campaign platform for Virginia's recently elected governor, so he readily agreed to a press conference to formally launch the program. The

idea for lining the steps of the state capitol with 111 troopers and local law enforcement officers was inspired by a news clipping of 100 uniformed Mississippi Highway Patrol personnel on the steps of their capitol lobbying for pay raises. One of the public relations staff designed a quality logo to better brand the campaign, and the officers went off to the capitol. The kickoff was intentionally tied in with the Memorial Day and the summer travel and tourism season to secure media coverage of the four press conferences held across Virginia on May 20, 2014.

Not only did those leading the campaign emphasize the importance of state and local law enforcement partnerships by having a chief and sheriff from a relevant region among the main speakers at each press event, but they also engaged a neighboring highway patrol and state police agencies. From the state capitol with Governor Terry McAuliffe to Wytheville with NCSHP Lieutenant Colonel Gary Bell and West Virginia State Police Captain B.L. Mankins to Bristol with Tennessee Highway Patrol's Colonel Tracy Trott, the campaign made substantial progress in reaching the masses with the Drive to Save Lives program. By posting updates from the various press event sites, the Virginia State Police Facebook page reached and exceeded a record 60,000 "likes" by the end of the day.

The state police also took advantage of the media's attention to further promote Virginia's Move Over law and highlight the essential officer-safety component of the Drive to Save Lives campaign. It just so happened that Virginia Senator Bill Carrico, a retired Virginia trooper and father of a newly graduated Virginia trooper, sponsored a resolution in the 2014 General Assembly session to designate the month of June as Virginia's "Move Over Awareness Month." The agency's public relations office had already worked with the Virginia Department of Transportation to produce a 30-second public service announcement (PSA) and poster to reinforce the Move Over messaging and was able to incorporate the PSA into the press conferences and create some #MoveOver photos, which will be posted on Facebook throughout the month of June.

For 38 years, the author has been standing in front of crowds talking about highway safety, vehicle and equipment hazards, buckling up, not driving impaired, and most recently, not driving distracted. Those in the traffic safety "business" have come a long way over the decades and have made significant strides. Yet, the United States still averages 33,000 traffic deaths annually. That is more than double the number of homicides committed in the United States in 2012.¹ Where is the outrage from the public about how many lives are being senselessly lost in traffic crashes? How does a country

eradicate such a common killer?

- By advancing the Drive to Save Lives core elements and messaging at every chance
- By taking an aggressive posture with enforcement and public relations strategies
- By partnering with, rather than competing against, fellow law enforcement agencies
- By pushing agencies and officers to pursue and accept new ways and technologies related to traffic safety and enforcement

Whether it is a Virginia State Police blue-and-gray or the local officer's marked patrol car, law enforcement knows that having a police vehicle in every rearview mirror has an impact on driver behavior. Obviously, that is not a feasible expectation, but it does emphasize the effect of law enforcement. Police officers, as the enforcers, must get drivers to change their attitudes and start making smart, safe, and sober decisions when behind the wheel—to simply drive to save lives.

Coming off a very successful kickoff for the Drive to Save Lives campaign, Virginia's law enforcement are now committed more than ever to putting their words into action through more enforcement and education. In the wake of the press events,

numerous sheriffs, chiefs, and various traffic safety advocates have reached out to the agency asking how they can get involved and help with the campaign. Word is spreading, and, hopefully, law enforcement and the communities can reduce Virginia's traffic fatalities. ❖

Note:

¹"Crime Trends," *Crime in the United States 2012*, Federal Bureau of Investigation, U.S. Department of Justice, 2012, http://www.fbi.gov/about-us/cjis/ucr/crime-in-the-u.s/2012/crime-in-the-u.s.-2012/tables/12tabledatadecpdf/table_12_crime_trends_by_population_group_2011_2012.xls (accessed June 4, 2014).



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Product Feature:

Home Security Enters New Markets; Reduces Burden on Law Enforcement

By Scott Harris,
Freelance Writer

Note: *Police Chief* magazine, from time-to-time, offers feature-length articles on products and services that are useful to law enforcement administrators. This article features home security systems.

One of law enforcement's responsibilities is protecting community members from home intrusions and catching the perpetrator if an intrusion does occur; however, home security must begin in the home.

Nearly three-quarters of incomplete home intrusions are interrupted by an audible alarm, while homes without alarm systems are three times more likely to be burglarized, according to the Electronic Security Association, a trade group.

Although clearly effective in deterring or stopping intruders, home security systems can also be too "effective." A report published in 2011 from the U.S. Department of Justice, Office of Community Oriented Policing Services shows that police responded to approximately 36 million alarm activations per year, at an estimated annual cost of \$1.8 billion. However, between 94 percent and 98 percent of the alarms were false—accounting for as much as 25 percent of all police calls in the United States.¹

Security system manufacturers are aware of these trends and are working to improve both the effectiveness and accuracy of home alarm systems. More automation and more flexibility are increasing the number of households that have a system in the first place, while allowing homeowners and renters to customize system settings in a way that minimizes false alarms without sacrificing utility.

For example, there is Piper, a system launched in January 2014, that is already making waves. The target market for the

Canadian company are renters and others who do not historically have security systems because of a lack of room or resources. Piper combines video and sensor capabilities into a single compact product.

"Other security technologies like those that are professionally installed, require a significant ongoing financial commitment from the homeowner," said Russell Ure, creator of Piper and executive vice president and general manager of iControl Canada. "Many homeowners are reluctant to make such a commitment, and people who rent are just not able to convince their landlords to allow such installations. Piper was designed for people who are unable to commit to a professionally installed and monitored system. Piper is a powerful all-in-one system that is easy to install and use—providing a great camera, two-way audio, a powerful siren, and the ability to automate security monitoring."²

Because it is bringing new customers into the home security fold, the technology—which sells for \$239—may be increasing security coverage and decreasing home intrusions and burglaries.

"Piper provides security for a group of people [renters] who traditionally had very little access to in-home security protection," Ure said. "With Piper, they have the ability to be alerted if someone enters their home at night while they are sleeping and to automatically trigger the siren to drive them out, or to tell and show them of unauthorized access while they are at work so that they can call the police to take action while the criminal is still in their home."

On the other side of the equation, companies are working to decrease false alarms, which can be a drain on valuable law enforcement time and resources. Monitronics, an Illinois-based company

established in 1994 and the second-largest residential security provider in the United States, is working to make law enforcement's job easier by participating in the Automated Secure Alarm Protocol (ASAP). ASAP is a computer-aided dispatch system designed to reduce false alarms and unnecessary law enforcement responses. After piloting the system in 2011, the Houston, Texas, Emergency Center, the fourth-largest 9-1-1 call center or PSAP (Public Safety Answering Point) in the United States, experienced an estimated 10 percent decline in police alarm calls and \$1–2 million in annual cost savings.

"The ASAP program has the potential to be a game changer in the future once enough PSAPs are on board," said Darin Anderson, Monitronics' vice president of monitoring operations. "The ability to pass information to an emergency agency electronically will speed up emergency

Nearly three-quarters of incomplete home intrusions are interrupted by an audible alarm, while homes without alarm systems are three times more likely to be burglarized, according to the Electronic Security Association, a trade group.

response and also eliminate mistakes made by operators and dispatchers in the transfer of information. Alarm companies, emergency agencies, and our customers all win with this program.”³

In addition to its participation in ASAP, Monitronics attempts to follow up with customers on all false alarms to discuss what happened and how to prevent future false alarms. Monitronics also has regular reporting that identifies the reasons for alarms that the company evaluates and then works to address—and specifically targets for assistance any customer that has a high activity rate so any potential issues relating to false alarms can be resolved.

Other companies see growth in the \$10 billion annual home security business and are beginning to enter the market. Piper, as mentioned, is one example of such a company. Cox Communications, the cable TV and Internet giant, recently launched Cox Home Security, which offers video and other security features alongside additional functions like remote smoke and carbon monoxide monitoring.

According to Cox statistics, approximately 25 percent of U.S. households have a security system. Cox officials are looking to increase that number and believe they can do so because of the way they are positioned as a result of its existing foothold in millions of households.⁴

“We’re believers that it’s a natural extension of what we’ve offered in the home for a while,” said Kristine Faulkner, home security and smart home leader for Cox. “This allows someone to control home intrusion and home safety monitoring, fire alarm, and smoke detection... You also have the ability to control door locks and lighting or even your coffee pot. Sixty percent of incoming connections are homeowners and others who have never had security. We can touch our customers and educate them on security.”⁵

Like many home security networks these days, Cox Home Security is customizable from just about anywhere that has cellular reception. The system can be configured so that both residents and law enforcement agencies can receive alerts by email or text if something happens.

“It’s all accessible through your smartphone or tablet,” Faulkner said. “You can set up the rules the way you want them and then change those rules later. You receive emails or text alerts when certain incidents occur. It sends an alarm message to the response centers.”

Cox also is different because it continues even during a power outage, which can help homeowners and law enforcement during a natural disaster or crisis. “It relies on broadband, but we have cellular backup. So if the power is out, it still works,” Faulkner said.

Other home security companies also are working to automate many aspects of home monitoring. SmartThings, based in Washington, D.C., offers a smartphone app and simple sensor device that allows users to set up a “remote control for the home” in as little as 15 minutes. Later this year, security firm August plans to release the Smart Lock, a mobile lock system that allows homeowners to retrofit existing locks and then control them remotely.

With the advances these companies and others in the market are making towards automation, accuracy, better monitoring, and increased use, both homeowners and law enforcement may soon be able to turn their attention to other issues with the knowledge that homes are the safe places they are meant to be. ❖

Notes:

¹Rana Sampson, *False Burglar Alarms*, 2nd ed. (Center for Problem Oriented Policing, August 2011): 7, http://www.popcenter.org/problems/pdfs/false_alarms_2nded.pdf (accessed May 22, 2014).

²Russell Ure (executive vice president and general manager, iControl Canada), email interview, April 10, 2014.

³Darin Anderson (vice president of monitoring operations, Monitronics), email interview, April 11, 2014.

⁴Kristine Faulkner (home security and smart home leader, Cox Communications), phone interview, April 15, 2014.

⁵Ibid.

Product Feature:

Source List for Home Security Systems

For contact information, view this article in the July 2014 issue online at www.policechiefmagazine.org.

ADT Security Services	LifeShield Security
Alarm Force	Monitronics Security
Alarm.com	Per Mar Security Services
August	Piper
Brickhouse Security	Protect America
Cox Communications	Protection 1 Security Solutions
First Alert	Seco-Larm USA Inc.
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A photograph of a woman in a black dress standing next to a dark car at night. The car's taillight is illuminated, and the scene is dimly lit, suggesting an outdoor setting at night.

Making the Case for a Collaborative Response to Human Trafficking Crimes: *U.S. v. Andrew Fields*

By James McBride, Detective, Clearwater, Florida, Police Department, Task Force on Human Trafficking; and Theresa Segovia, Investigator, Human Trafficking Prosecution Unit, U.S. Department of Justice

"Sex trafficking is one of the most heinous crimes our special agents investigate, and HSI is committed to protecting those who cannot protect themselves. These cases are extremely difficult to investigate and prosecute, and it would not be possible without the hard work and dedication of our special agents and law enforcement partners." –Susan McCormick, Special Agent in Charge, HSI Tampa, in response to the conviction of Andrew Fields¹

Since passage of the Trafficking Victims Protection Act (TVPA) in 2000, the United States has seen a steady increase in awareness of human trafficking as a serious crime and human rights violation. The reauthorizations of the TVPA in 2003, 2005, 2008, and 2013, significantly impacted the dedication to funding law enforcement

efforts, service provisions for victims, and the prosecution of trafficking crimes at the federal, state, and local levels. Yet, despite aggressive legislative and outreach efforts, human trafficking remains one of the fastest growing criminal enterprises in the United States. It also remains one of the most difficult crimes to investigate and prosecute. Investigative efforts are time-consuming and labor intensive, which may pose particular challenges to smaller law enforcement agencies.

Misconceptions about the nature and elements of human trafficking persist. One of the most common myths among U.S. law enforcement is that only foreign nationals are victims of human trafficking. Though many victims of human trafficking come to the United States from other countries, victims include both foreign nationals and U.S.

citizens, and all are compelled to engage in either forced labor, sex trafficking, or both. Another myth is that trafficking in persons occurs only in illicit businesses such as brothels and "massage parlors." However, it also is found in legitimate industries, including hospitality, agricultural, manufacturing, janitorial, construction, health and elder care, and domestic service, among many others. Given its heterogeneous nature, it is no surprise that human trafficking has been found in all 50 states, and no community is inviolable.

Trafficking in persons is often called a hidden crime because of the covert methods used by traffickers. Thus, it is a crime that is very difficult to detect—one that is hidden in plain sight. Because of the various forms human trafficking takes and the diverse environments in which it occurs, local law enforcement personnel are likely to make

the initial encounter with a victim in the course of their daily operations. Local law enforcement agencies may uncover trafficking situations when making routine calls for service involving aggravated assault, domestic disturbance, battery, and other crimes. However, because of the covert nature of human trafficking, law enforcement often fail to notice what is going on in their communities. In response to these investigative challenges, many cities throughout the United States have created task forces based on a collaborative model, in order to more effectively identify, investigate, and prosecute trafficking cases. The case of *U.S. v. Andrew Fields* is an example of how federal, state, and local law enforcement agencies can successfully work together to identify, investigate, and prosecute a complex domestic sex trafficking case.²

In Clearwater, Florida, the human trafficking task force consists of local, county, state, and federal law enforcement officers. The task force identifies and partners with local prosecutors, state prosecutors, and federal prosecutors in Pinellas, Pasco, and Hillsborough County, Florida, who are experienced and dedicated to prosecuting trafficking cases. This partnership also extends to the community, nongovernmental organizations, and local service providers who assist victims in accessing critical benefits and services. These partnerships are important to ensure information pertaining to trafficking offenses reaches the trained investigators in their respective jurisdictions. The task force model ensures that law enforcement agencies are not wasting valuable resources by conducting investigations on the same criminal organizations without each other's knowledge. The *Fields* case is an example of how the task force model operates while conducting a human trafficking investigation in multiple jurisdictions. This case elaborates on the need for trained and experienced investigators at all levels of law enforcement, as well as the importance of sharing information, resources, and roles throughout investigations.

The task force has operated for more than eight years, and during this time, law enforcement has identified several persons advertising themselves online as "drivers" or "protection" for escorts. Once these persons are identified, the task force looks for links to organized prostitution rings in the area. In 2009, Andrew Fields was found advertising on Craigslist under the escort services as a driver. In 2011, the task force was conducting an online prostitution sting with several of its law enforcement partners. In preparation for a sting, the task force meets to share information that may be linked to known pimps or previous tips on possible human trafficking. In this case, Homeland Security Investigations (HSI) had a tip from the National Center for Missing and Exploited Children

(NCMEC) referencing a potential minor being advertised online for sexual services.

The Plant City Police Department, Clearwater Police Department, and HSI conducted the prostitution sting. The ad's number was called, and arrangements were made for the delivery of the unknown female depicted in the advertisement. The female was brought to the sting operation by a male and another female. A commercial sex act was agreed upon by the female and the undercover officer, but instead of making an immediate arrest, the team waited to see if there would be any interactions between the female and the person who transported her to the location. During the discussion with the undercover officer, the female disclosed that she had to let her boss know that she had received the money. The arrest team waited until the call was completed and then took the female into custody for prostitution. It is important to note that during the task force prostitution stings, the investigators conducting the prostitution arrests and interviews are not a part of the arrest team or posing as the "john." This allows the investigators to conduct a more thorough investigation and allows for a smooth transition into the interview phase of the investigation. These investigators have extensive training in prostitution and human trafficking-related crimes and are equipped to identify signs of trafficking and differentiate between organized prostitution and human trafficking schemes or organizations.

In this case, these highly trained and experienced investigators began an interview and conducted the search incident to arrest. During the search, they located personal lubricant, condoms, and the cellphone used by the female. The investigators also found a piece of paper recording a debt, which they recognized as a ledger from training and previous investigations. They positively identified the female as an adult and as the female depicted in the advertisement from the NCMEC tip. During the course of the interview, the woman advised she was addicted to prescription painkillers. She gave further information that she was in debt to the male who drove her to the location and was committing the commercial sex acts to pay off that debt. She explained that her debt was from the use of prescription painkillers that the male driver was providing not only to her, but to other women he was compelling to engage in commercial sex. She further explained that the male driver was having her give him all the profits from the commercial sex acts in order to pay off the debt.

Contact was made with the male driver and the second female in the vehicle. The second female made a written statement for investigators, with reference to the information provided by the woman in

custody for prostitution. Upon contact with the male driver, investigators recognized him as the male whom they had previously identified as Andrew Fields in the 2009 Craigslist advertisement. He was taken into custody on state charges for deriving proceeds from prostitution, and his vehicle was seized. During the seizure search of the vehicle, other key pieces of evidence were located by the investigators, including a global positioning system (GPS), baseball bat, and laptop. The cellphones used by Fields and the woman in custody also were taken as evidence.

Search warrants later were obtained for all electronic devices, and the information found was used to identify other persons associated with Fields for investigators to contact and interview. During this time, the task force agent from HSI contacted the Human Trafficking Prosecution Unit (HTPU), a specialized unit within the Criminal Section of the Civil Rights Division of the U.S. Department of Justice, to report the case and to ask for additional investigative and prosecutorial assistance. The task force team then expanded to include a trial attorney and investigator from the HTPU. Investigators followed up by conducting interviews and started to see a pattern within the women's statements. While circumstances were different for each woman, there were constant regularities that showed a pattern of coercion, with the main means of coercion being the victims' fear of withdrawal from the prescription pain pills to which Fields had gotten them addicted. The investigators uncovered evidence showing there was more than just organized prostitution taking place. It is worth noting that, as the investigation progressed, each person identified by investigators as a victim was referred to social services or nongovernmental organizations who were members of the task force. The referrals were conducted in the same manner as if they were a victim of a sex crime or domestic battery, and they utilized victim advocates and addiction services.

Subsequent information showed that several jurisdictions were involved, and criminal acts were taking place throughout those jurisdictions. The task force contacted those jurisdictions and met with each agency's human trafficking representative. Information was shared about the investigation, along with a request for assistance. Each agency diligently gathered the information they had on Fields, and each provided an investigator to assist the lead investigator throughout the course of the investigation. The task force contacted the local High Intensity Drug Trafficking Area (HIDTA) drug task force and requested assistance, since drug offenses were a part of this investigation. HIDTA agreed to assist and provided an experienced prescription pill investigator to help with the investigation.

There were times when the investigators needed to conduct follow-up interviews for further information. On one occasion, investigators spoke with a victim who was located in a local hospital. She told investigators that Fields was coming to the hospital and speaking with her. Investigators worked closely with the hospital staff and requested they contact investigators upon Fields' arrival. The hospital staff did an excellent job and immediately called investigators when Fields showed up at the hospital and made contact with the victim. He was inquiring about what investigators were asking her and then provided the women with prescription painkillers. This entire incident took place in a room that the hospital had under video surveillance.

A search warrant was obtained for Fields' residence by the HSI task force member. Each jurisdiction involved in the investigation sent its trained and experienced human trafficking investigators to assist with the search and documentation. This step was crucial to the investigation, as it ensured that important evidence was not overlooked by law enforcement officers who had never conducted this type of investigation. Another important factor was having the narcotics officer assisting with the narcotics investigation. During the search, approximately 8,000 prescription pills were located in the residence. The narcotics officer was able to handle this part of the search, thus allowing the human trafficking investigators to focus on their part.

During the search, several key pieces of evidence were found, including pills, syringes, another debt log, written prescriptions for other persons, a book about pimping, the photograph Fields used to advertise himself on Craigslist, electronic media devices, computers, and other items consistent with victim statements. Due to the amount of electronic evidence, investigators decided to request assistance from an Internet Crimes Against Children (ICAC) detective who had extensive training and experience with forensic analyses of electronic evidence and data. The electronic media devices located in Fields' residence were searched subsequent to a search warrant, and approximately 10,000 photographs were found of different women. A search of the computer also revealed information Fields had researched, which included penalties for drug trafficking, intravenous drug use, prostitution, and even the home address and telephone number of the lead investigator. During interviews of witnesses and victims, they described how Fields would recruit women through the county jail and use the local sheriff's department arrest log to preview the physical appearance of the women. He would use this same arrest log to check for previous arrests to see if persons he was selling prescription pills

The communication among these agencies was an example of how law enforcement working together can accomplish more by utilizing each other's diverse investigative expertise and training.

to had any recent arrests. The photographs from the jail logs were located on the computer, as well.

As the investigation progressed, additional witnesses were interviewed. On March 20, 2013, Fields was observed by one of the victims at a local addiction facility with another unknown female. The victim, fearful of her safety, contacted the HSI task force member. In turn, the agent contacted local law enforcement, and they responded, making contact with Fields. He was taken into custody, and, at the time of the arrest, he was in possession of prescription painkillers. After Fields' arrest, follow-up interviews were conducted, and it was disclosed by one of the victims that Fields had used the legal system against her, which is a common form of coercion used by traffickers. While the victim was with Fields, she was on probation. When she would not commit commercial sex acts, he would threaten to contact her probation officer and reveal that she had violated her probation by illegally using prescription pills. Investigators contacted the probation officer for the victim, and they found that the probation officer had documented several incidents where Fields had contacted his office by phone and, on one occasion, came to his office to demand that he do something about the woman's probation status. This documented information was consistent with the victim's statement referencing the incidents.

In a superseding indictment returned August 22, 2013, a federal grand jury charged Fields with engaging in a sex trafficking scheme in which he controlled his victims by supplying them with highly addictive controlled substances and by using their fear of withdrawal symptoms to force them into prostitution for his profit.

At trial, the government presented evidence that the defendant recruited vulnerable young women who were engaging in prostitution or performing at strip clubs and then rapidly escalated their drug use into full-blown addictions. Other evidence included the testimony of five victims of the defendant's scheme, quantities of narcotics

seized from the defendant's possession, and images of the defendant surreptitiously distributing narcotics to a hospitalized victim.

On November 6, 2013, after nearly three years from the original tip to law enforcement, Andrew Fields was convicted on charges of possession with intent to distribute controlled substances, namely oxycodone, Dilaudid (an opioid), and morphine, and sex trafficking by force, fraud, or coercion. On January 29, 2014, U.S. District Court Judge Susan C. Bucklew sentenced Andrew Fields, 62, of Lutz, Florida, to serve 33 years and 9 months in prison followed by 5 years of supervised release.³

Local-level policing that is informed about victim identification and the available victim services, when combined with federal investigative capacity and coordinated with the U.S. Attorney's Office, present a formidable force for the investigation and prosecution of human trafficking. The *Fields* investigation was conducted by several different law enforcement entities, including three sheriff's offices; five local law enforcement agencies; one state agency; Homeland Security Investigations; the U.S. Attorney's Office; and the U.S. Department of Justice, Civil Rights Division. These agencies shared investigative resources and information pertaining to the case. Three separate task forces were utilized to obtain physical evidence, ensuring the evidence was obtained properly and by trained and experienced investigators. All of the law enforcement entities involved worked cooperatively, and they regularly updated each other on developments in the case. The communication among these agencies was an example of how law enforcement working together can accomplish more by utilizing each other's diverse investigative expertise and training. It shows that true collaboration among agencies is a force multiplier for all involved. ♦

Note: The opinions in this article are the authors', and do not reflect the position of the U.S. Department of Justice.

Notes:

¹U.S. Attorney's Office Middle District of Florida, "Lutz, FLA., Man Convicted on Drug Distribution and Sex Trafficking Charges," press release, November 6, 2013, http://www.justice.gov/usao/flm/press/2013/nov/20131106_Fields.html (accessed May 27, 2014).

²*United States v. Andrew Fields*, 2013 U.S. Dist. LEXIS 135763 (M.D. Fla. Sept. 18, 2013).

³Department of Justice, "Convicted Sex Trafficker Sentenced to More Than 30 Years in Prison," press release, January 29, 2014, <http://www.justice.gov/opa/pr/2014/January/14-crt-096.html> (accessed May 27, 2014).

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Addressing Victims of Sexual Trafficking with a Dose of Humanity:

The Role of PEER COUNSELORS

By Tom Dart, Sheriff, Cook County, Illinois, Sheriff's Office

Most people know the old saying “the definition of insanity is doing the same thing over and over and expecting a different result.” If there’s any truth to that statement, then surely there are few concepts more “insane” than society’s traditional approach to rehabilitating victims of sex trafficking.

Yet when the sheriff’s office in Cook County, Illinois, decided the time had come to approach the sex trade differently, some in the community and the field viewed the new approach as insanity. *Hiring ex-convicts? To work in law enforcement?*

Law enforcement tends to lack an understanding of the needs of women—or people of any gender—who have been victims of sexual trafficking. Efforts by victims’ advocates and improved training are slowly but surely dispelling the notion that these women willingly exploit themselves and are complicit in a victimless crime. The vast majority of these victims entered “the life” as juveniles. Many were runaways or abandoned; others compelled to prostitute themselves because of violence or threats of violence by trusted family members or even boyfriends and husbands. But finding a prostitute who is on the streets by choice—and who feels empowered by that choice—is akin to finding the proverbial needle in a haystack.

Many are victims of crimes of violence, who have been through unspeakable horrors and betrayals. These include, but are not limited to rape, assault, battery, and theft, at the hands of both the johns that

demand their services and the pimps who provide these victims.

As the sheriff of the second most populous county in the United States, and as a former prosecutor, Tom Dart has encountered scores of exploited women and has read countless academic studies and books on the history of sexual trafficking. His experience led him to realize that an innovative approach was needed to reach trafficking victims, one that included a level of direct understanding of the dynamics of sexual trafficking and victimization that even veteran cops cannot always provide.

That’s where Marian, Brenda, and Lisa come in. These amazing women lived on the streets for decades, enduring nearly every imaginable type of victimization in the process. It is these women who can relate to victims of trafficking in ways that others in law enforcement simply cannot. They can look victims in the eye and honestly say “I know what you’re going through, I’ve been in your shoes. I’ve already experienced what’s to come for you, and I’m here to help.” Their experiences and their firsthand knowledge is what led the sheriff’s office to see it was worthwhile and necessary to empower these trafficking survivors to serve as peer counselors and play a vital role in the office’s Human Trafficking Response Team.

Fully addressing the issues of trafficking and prostitution requires a comprehensive law enforcement strategy, and the Cook County Sheriff’s Police Vice Unit spends seven days a week on the streets focused on sexual trafficking. The strategy starts by

targeting the johns, who, upon arrest, find themselves on the wrong side of a four-figure fine for their “hobby.” The officers simultaneously work to identify the trafficking victims and focus on providing them with the resources they need to leave life on the street and emerge as productive members of society. The support of peer counselors like Marian, Brenda, and Lisa who are credible, understanding, and nonjudgmental turn what once seemed like a dream—breaking away from the pimps that enable and exploit their destructive behavior—into a reality. They not only have been where the victims have been, but they have broken away and built lives free of exploitation.

The Cook County Sheriff’s Office also oversees the largest single-site jail in the United States. Although the police force approaches trafficked women on the street with the goal of rehabilitation, not incarceration, the office also encounters trafficking victims who come into custody at the jail for other reasons, typically low-level crimes. Those who are there due to trafficking are often victims of a destructive cycle—nearly all of the inmates at Cook County Jail who were arrested on charges of prostitution suffered from sexual abuse as children and developed substance abuse issues along the way.

As peer counselors, Marian, Brenda, and Lisa complement their street interventions with ongoing counseling for these incarcerated women, building up their confidence and providing them with the tools they need to succeed upon discharge. The team knows these individuals are not leaving the jail and heading off to a new, luxurious life—they’re likely going back to the same neighborhood they came from, with the same forces that exploited them. However, the examples of women who have survived similar experiences give sex trafficking victims the strength to turn their lives around and escape from an ongoing cycle.

Unfortunately, even with the best intentions and resources, not all victims will succeed. The Cook County Sheriff’s Office estimates that only one-third of the recovering trafficking victims it works with will make it on their first try. But even if it takes two, three, or more attempts to reach some victims for good, the effort is worth it. The team approaches the challenge with the principle that every life is worth something, no matter how much damage has already been inflicted by the time they get involved. Law enforcement agencies should fulfill their responsibilities to return that sense of self-worth to those victimized by the sex trade.

It may not be possible to help all individuals caught in the web of sexual exploitation, but adding peer counselors with personal experience in trafficking is a step toward healing its victims—and every step in that direction is one worth taking. ❖

Ten Years and Counting...

One Woman's Path from Survivor to Mentor

By Marian Hatcher, Project Manager, Cook County, Illinois, Sheriff's Women's Justice Programs

This year, I will celebrate a decade of sobriety and the 10th anniversary of my release from Cook County Jail. The interesting thing is I never really left.

Inspired by my experience with the sheriff's office staff, I essentially walked out of the cell and into an office as a volunteer, receiving and providing peer support. Ten years, four positions, and five titles later, I am now a Project Manager for the Cook County Sheriff's Women's Justice Programs (SWJP).

Established in 1999 for nonviolent female offenders, SWJP is a research- and evidence-based gender-responsive program based on an integrated treatment model, which complements trauma-informed mental health treatment with substance abuse recovery. This model addresses the complex issues impacting women's functioning and substance use in a safe, supportive environment—the necessity of which I can attest to firsthand.

I also coordinate the Sheriff's National Day of Johns Arrests initiative, a national coalition of law enforcement agencies coming together to arrest sex solicitors. The opportunity to coordinate strategic planning, draft precept papers, recruit new partners, monitor actual execution, and collect the data of simultaneous sting operations in an effort that has grown to 51 jurisdictions across the United States is almost surreal.

My road to the life of a trafficking victim and eventually Cook County Jail was different than many victims' stories. I was not a runaway, nor a dropout. In fact, I graduated from Loyola University in 1985 with a bachelor's degree in finance, and I worked my way up through the corporate world, working for large, successful companies such as Balcor Property Management, Sega Pinball, and Everest Healthcare Services, where I managed a staff of 25 and oversaw financial services and projects, gaining skills that I use today at SWJP.

However, my most rewarding responsibility has been the opportunity to personally intervene and mentor women in crisis. In February 2009, the Cook County Sheriff's Police Vice Unit began conducting prostitution sting operations with my partners and I—all trafficking survivors—handling on-site interventions for the women. As of March 2014, we have provided interventions to close to 400 female victims of human trafficking, including runaway juveniles.

As a survivor, I have been raped, beaten, kidnapped, and left for dead. Sharing those experiences with victims provides com-

mon ground, opens the door for dialogue, and lays a foundation of trust. I was also missing for two years, which is a common experience for victims. Sharing the consequences of long absences from friends and family is extremely important when intervening with women who have been driven away from their loved ones by abusive pimps.

Sharing my personal experience of returning from an underworld of victimization and incarceration with rescued women is valuable beyond measure, as I can tell them firsthand that they must be prepared to face disappointed parents and angry children and counsel them on allowing those we left behind their own process, no matter how much we see ourselves as the victims.

As a result of being absent from my life, the most damage, other than to myself, was to my family unit. My lifestyle forced child services involvement with my three daughters and two sons, which ultimately resulted in losing custody of my youngest child. I was blessed, however, as my 74-year-old aunt became her foster mother and subsequently adopted her. Today I am allowed the privilege of co-parenting her, and I was able to attend her high school graduation in May 2014. In addition to sharing this experience with my victims, I can also share with victims the joy of being a grandmother to a brilliant three-year-old!

It is a wonderful feeling to share my personal experience of healing and forgiveness that took place over a number of years by listening to my family's pain and honestly sharing mine.

There is of course the "Game Recognizes Game" factor. Over time, victims have been nothing short of brainwashed by pimps and traffickers, picking up survival tactics that result in them attempting manipulation, deception, and other factors that can hinder efforts to rescue and restore them. My personal experience and subsequent treatment allows me to simply cut through the games (whether intentional or simply a learned behavior) and get to the business of helping these women.

I let them know that there is hope, as long as they don't give up. I show them that we are available to help them on both immediate and long-term bases with every aspect of recovery from abuse, trauma, addiction, physical and mental health problems, education, employment, housing, family reunification needs, and caregiver services.

A select few of us have been granted the privilege of healing and empowering others, but the work cannot simply be carried out in a vacuum. To have an impact on the movement and on society, we must knock down doors and stand firm in our resolve to carry the message: We are no longer crippled by victimization; we have survived and are thriving, living life.

Ten years and counting.... ❖

The Front Line: Challenges for Law Enforcement in the Fight Against Human Trafficking

New laws, increased awareness, and better coordination among government agencies has not led to the identification of the number of human trafficking cases one might expect. This article explores research that pinpoints major barriers to victim identification, explains the disparity between what is known about the prevalence of human trafficking and current rates of identification, and suggests ways to overcome common challenges.

Barriers to Victim Identification

Conventional law enforcement responses to crime are largely ineffective in identifying trafficking victims. Every survey of law enforcement that the National Institute of Justice (NIJ) has funded since the passage of the Trafficking Victims Protection Act in 2000 has made it clear that identifying victims of trafficking is one of the most significant—if not the most significant—human trafficking challenge faced by law enforcement.

The surveys show that the most common ways law enforcement officers report learning about and identifying human trafficking victims is in the course of other investigations, such as drug raids and domestic violence calls.¹ In NIJ's most recent survey of law enforcement, researchers from Northeastern University found the most common way officers become aware of a human trafficking case is through a tip,

which comes from varied sources, from service providers to purchasers of commercial sex (johns).² The increase in tips from the public may indicate that awareness campaigns are raising the public consciousness of trafficking victims.

Both means of police identification—in the course of other investigations or through a tip from the public—are reactive strategies. This suggests that either resources dedicated to proactive intelligence gathering and identification of trafficking cases are limited or officers are inexperienced in conducting proactive investigations of trafficking.

Failure to Identify as a Victim

The hidden nature of human trafficking is the foremost challenge that necessitates a proactive law enforcement approach. Traffickers go to great lengths to conceal their victims from both law enforcement and the general public, guarding them closely and limiting their interactions. When victims do interact with the general public, it is largely in furtherance of the crime; consumers of trafficked services have a strong incentive to keep their interactions covert, as they are usually engaging in illegal behavior when they encounter trafficking victims.³

Additionally, trafficking victims do not often identify themselves as victims and rarely engage in help-seeking behaviors.

For example, most victims know there are laws that criminalize the activities they participate in, such as prostitution, and some have even been arrested for these crimes, but they may not know that there are laws that categorize their experiences as victimization and are designed to protect them from such experiences. This knowledge gap often makes victims reluctant to engage with law enforcement, even if given the opportunity to do so. Foreign victims of human trafficking have the added complication of a lack (or perceived lack) of lawful immigration status. These victims may have voluntarily come to the United States (perhaps incurring a large debt to a smuggler in the process), only to become a trafficking victim. However, the looming threat of deportation makes these victims particularly disinclined to engage with law enforcement.⁴ In addition, victims' misconceptions about the laws and their rights are often reinforced by their traffickers.

Furthermore, some victims may have intimate relationships with their traffickers. Psychological trauma is common, and some victims experience Stockholm syndrome, which is the presence of positive feelings and even gratitude toward their captors for perceived favors or even for just being allowed to live.⁵ This challenge was voiced by a law enforcement respondent from the 2012 survey who said the following:



MISSING

REWARD

MISSING

By Maureen O. McGough, Esq.,
Policy Advisor,
Office of the
Director, National
Institute of Justice

In most of our [nontrafficking] investigations, you've got a cooperating victim. "I got held up. Someone shot me. My house got broken into. They stole my car." [But in trafficking] crimes, what do you have? Frequently, you have victims that are more or less, even though we know they're not really, cooperating with the assailant [and] emotionally invested in the assailant somehow. Even as they are being traumatized, they also can't figure out a way out of their predicament. That somehow they deserve what is happening to them, that somehow it's right even though it violates their instincts about what's right and wrong.⁶

Mistrust of Law Enforcement

Even if a victim does acknowledge his or her victimization, previous encounters with police or general mistrust or fear of law enforcement can prevent victims from fully and accurately disclosing their experiences. Victims who are able to identify their experience as victimization may not be confident that law enforcement will do the same. Foreign victims may also struggle with negative perceptions of law enforcement as informed by their interactions with or knowledge of corrupt law enforcement agencies in their home countries.⁷ Law enforcement's ability to build trust and rapport with these victims is further hampered by a lack of translation resources, as some foreign victims may have a limited command of English.

Fear of Retribution and Loss of Support

Law enforcement officers who participate in research consistently note that almost all victims fear retribution from their traffickers as a result of cooperation with law enforcement. Sex trafficking victims also fear a loss of the support (both emotional and financial) provided by their trafficker, which is usually the only source of such support available to them.⁸ Given the pervasive lack of specific victim services necessary to successfully rescue, rehabilitate, and reintegrate victims, law enforcement officers are not in a position to offer alternative support systems to victims, a challenge noted in the following comment by an officer:

We have nothing [that lets us] say "Hey, I can put you up in...this place. And I can help you get an education. And I can help you get a job. And I can help you take care of your kids." You know, we don't have that. If I had that, man ... we could stop prostitution.⁹

Lack of Training and Standard Operating Procedures for Law Enforcement

Detectives assigned to units responsible for human trafficking identification and investigation (such as vice units) usually receive training on victim identification, but patrol officers and other first responders are more likely to come into initial contact with a victim. The 2012 survey showed that these

front-line officers rarely, if ever, received training on victim identification and appropriate responses. Even if a patrol officer is properly trained and successfully identifies a possible victim, many jurisdictions lack formalized mechanisms to ensure that the case is given to the appropriate specialized unit. One respondent from a unit responsible for trafficking investigations identified a common policy gap:

More than likely it would go to us, [but] it could also go to Robbery because Robbery also works kidnappings ... it depends on who reads the report and how the report reads... [T]here's no definition of human trafficking in our policies.¹⁰

Lack of Specialized Personnel

Given that human trafficking victims do not often identify themselves as such, and those who do may harbor serious distrust for law enforcement, the use of effective interviewing techniques is imperative to obtain information and build trust. In the 2012 survey, one of the most common trafficking investigation challenges officers reported was their inability to properly interview victims. Common mistakes or shortcomings include an untrained or ineffective interviewer, the absence of a translator when necessary (or the only available translator being potentially involved in the case, such as a suspected victim's employer), lack of cultural

sensitivity, and lack of appreciation for the trauma experienced by the victims.¹¹

Scope and Scale of Human Trafficking in the United States

Given the significant barriers to victim identification, it is not surprising that law enforcement officers are not identifying the numbers of human trafficking victims that one might expect. The same challenges also hamper researchers' ability to measure the number of cases and reliably estimate their prevalence. Without reliable measures of prevalence, law enforcement's understanding of human trafficking is often limited to each officer or agency's direct experience. Because victims do not self-identify, it is likely that law enforcement officers have encountered more trafficking cases than they realize—cases that were misidentified or not investigated because the officers were unaware that they were dealing with a trafficking victim (or perpetrator).

The problem of identifying victims is cyclical: if law enforcement officers are not specifically looking for signs of trafficking, they likely will not identify victims. The fewer victims officers identify, the less they will perceive trafficking as a problem. The less they perceive trafficking as a problem, the less they will specifically look for signs of trafficking victimization—and the cycle continues.

The good news is that recent developments in research methodologies have given researchers the ability to produce statistically significant prevalence estimates within a specific geographical region. For example, in a study on the trafficking of migrant laborers in San Diego County, California, researchers from San Diego State University were able to produce a statistically sound estimate of the prevalence of labor trafficking victimization among unauthorized, Spanish-speaking migrant laborers in San Diego County. Specifically, researchers found that 31 percent of unauthorized Spanish-speaking migrant workers in San Diego County have experienced victimization that meets the legal definition of human trafficking.¹² This signifies 38,458 victims in San Diego County alone.

These sobering numbers apply only to one specific population and a single form of trafficking victimization. They do not account for labor trafficking victims from different populations, nor do they include sex trafficking victims. Given that the commonly used estimates for human trafficking prevalence in the United States have oscillated between 14,500 and 50,000 victims, this study makes clear that the criminal justice system and other stakeholders in the United States may have drastically underestimated the extent to which human trafficking is occurring.

NIJ is currently building on these improved research efforts and is leveraging the successful methods and the instrument

used in the San Diego study to determine the statewide prevalence of labor trafficking among migrant farmworkers in North Carolina, with final results expected in 2016.

The Way Forward: Overcoming Barriers to Identification

While research cannot yet definitively determine the prevalence of human trafficking in the United States as a whole, the data suggest that this is a crime occurring throughout the country, likely at a significantly greater rate than previously estimated. Accordingly, law enforcement agencies may benefit from exploring approaches to overcome the barriers to identifying victims and pursue proactive strategies for victim identification in their jurisdictions.

Research based on input from law enforcement, prosecutors, and victim service providers suggests a number of strategies to combat human trafficking:

1. *Prioritize human trafficking identification and educate the community.* It was clear from the data that identifying human trafficking cases was not a priority for the local community the researchers studied. And while law enforcement reported having institutional support to follow up on tips or leads that suggested human trafficking, there was extremely limited support for proactive strategies targeting environments with significant trafficking risks. Police executives, community leaders, and the general public need a better understanding of human trafficking in the United States—namely, that it impacts jurisdictions throughout the country and requires specific law enforcement and community approaches to combat it.
2. *Use proactive identification and investigation strategies.* Law enforcement largely relies on reactive strategies to identify victims of human trafficking. However, proactive strategies are necessary to overcome many of the barriers to victim identification. The research identified a proactive initiative, for example, in which a screening questionnaire was given to all runaway youth who came in contact with the system in response to research that has determined that runaway youth are particularly vulnerable to trafficking. Proactive strategies and innovative techniques will likely require specific training and resources to be effective.
3. *Dedicate institutional resources to anti-trafficking efforts.* In an era where most law enforcement agencies are faced with limited budgets and competing priorities, dedicating specific resources for anti-trafficking efforts may be particularly challenging. However,

in light of recent research on the prevalence of human trafficking, it is likely that at least some dedicated resources are warranted to support proactive approaches. Insufficient resources hamper officers' ability to follow up on tips, conduct complex investigations, and use effective investigation methods to secure victim cooperation.

4. *Expand training to front-line officers.* While the majority of law enforcement training has been targeted to specialized investigators in units responsible for investigating trafficking cases, patrol officers, EMTs, and other first responders need to know how to identify human trafficking victims as they are often the first public safety personnel to have contact with the victim.¹³ ♦

Notes:

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⁵Office of Refugee Resettlement, "Fact Sheet: Labor Trafficking," U.S. Department of Health and Human Services, 2012; Laura Fitzgerald, "Stockholm Syndrome," *Time* (August 2009).

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⁷Farrell, *Identifying Challenges*, 86.

⁸*Ibid.*, 85.

⁹*Ibid.*, 108.

¹⁰*Ibid.*, 93.

¹¹*Ibid.*, 96.

¹²Sheldon X. Zhang, *Looking for a Hidden Population: Trafficking of Migrant Laborers in San Diego County* (November 2012), <https://www.ncjrs.gov/pdffiles1/nij/grants/240223.pdf> (accessed June 4, 2014).

¹³Farrell, *Identifying Challenges*, 99–103.



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Human Trafficking:

Building an Agency's Social Capital Through a Social Justice Response

By John Vanek, MA, Lieutenant (ret.), San Jose, California, Police Department, and Adjunct Professor, Monterey Institute of International Studies, Middlebury College, Monterey, California

When Drequan Dugar was arrested on charges of human trafficking on February 18, 2014, by the New Hanover County Sheriff's Office in North Carolina, the case illustrated how the response to human trafficking has evolved from 10 years ago, which is when most law enforcement agencies first began to hear about modern slavery. The investigation into Dugar's activities was launched by the New Hanover County Sheriff's and District Attorney's offices after a local nongovernmental organization (NGO) focused on protecting sexually exploited children and youth informed them that a local 15-year-old girl was appearing in an online ad for "adult services." After a four-day investigation, Dugar was located and arrested, and the victim was safe, all through the outreach efforts of a local NGO, an effective response by local law enforcement aware of human trafficking, and the mutual trust between the two.¹

It was also, in the eyes of Detective Will Campbell of the New Hanover County Sheriff's Office, a "non-funded task force and collaboration success."² Campbell is among the growing number of law enforcement professionals responding to human trafficking in their communities without the advantages of affiliation with a federally funded anti-trafficking task force. Often, these investigators bring their personal passion to the fight against slavery and are forced to develop their own expertise. They may choose to work these cases while other officers—even command staff—scoff at the idea that human trafficking occurs in their jurisdictions. The vast majority of police officers and deputies fighting slavery every day do so in relative isolation.

But these officers, in addition to identifying victims of modern slavery and arresting offenders, are also building and enhancing their agencies' reputation within their communities as they respond to one of the greatest human rights injustices in the world today. Human trafficking is one of the hottest topics in the media, and the stories fascinate the public.

How and why these professionals have chosen to take on the challenges in responding to human trafficking offers lessons for chiefs of police and other leaders in building social capital through their response to social justice issues.

When the U.S. Congress passed the Trafficking Victims Protection Act (TVPA) in 2000, it was the first real change in U.S. slavery-related laws since the passage of the Thirteenth Amendment in 1865, which prohibited slavery. No clear model for fighting human trafficking existed. The TVPA did offer several principles for an effective response, including using a victim-centered approach and the need for a multidisciplinary response team, but no best practices for responding to human trafficking existed. In 2004, the U.S. Department of Justice (DOJ), Bureau of Justice Administration (BJA) began offering grant funding to local law enforcement agencies to create and manage multidisciplinary anti-trafficking task forces.

This Anti-Human Trafficking Task Force program was the first organized, funded, large-scale effort to respond to trafficking. The BJA-funded local law enforcement agencies were expected to partner with U.S. federal agencies, including their local U.S. Attorney's Office, the Federal Bureau of Investigation (FBI), and Immigration



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and Customs Enforcement/Homeland Security Investigations (ICE/HSI). In addition, local law enforcement was mandated to partner with local victim service providers capable of offering comprehensive services to victims of trafficking; these NGOs received funding from the DOJ's Office for Victims of Crime (OVC). The initial focus of these task forces was the identification and rescue of foreign national victims of trafficking, not U.S. citizens. In addition, the program focused on prosecuting offenders (usually at the federal level), training local law enforcement on the subject of human trafficking, and raising the public's awareness of modern slavery. At the height of the program, 42 task forces received funding. While the program had a measure of success, including the identification of more than 3,300 potential victims of trafficking and the training of over 85,000 law enforcement officers and others, today only 13 task forces receive funding.³

Although the BJA/OVC program may appear to be waning, the public's continued interest in human trafficking and increased media attention has helped drive an increasing response by local law enforcement agencies, service providers, and organizations focused on advocating for victims of trafficking, all independent from federal funding.

The response to human trafficking in the United States is disparate in most regards, with local agencies often investigating incidents (or serving victims) without reporting their activities to a central database, so the exact number of incidents and victims remains unclear. (Not until 2013 did the FBI's Uniform Crime Reporting Program begin collecting data regarding human trafficking.) Yet at the same time, many anti-trafficking and law enforcement organizations voluntarily connect via the National Human Trafficking Resource Center (NHTRC), operated by the Polaris Project in Washington, D.C.

The NHTRC maintains a 24/7 hotline to connect victims, law enforcement, service providers, and others on an as-needed basis. One visible measure of the growth in the response to human trafficking is the increase in the number of agencies adding their contact information and their capabilities to the hotline database. Nicole Moler, director of the NHTRC, reports that over 3,200 organizations and agencies are currently part of the National Referral Database, and the database includes 211 city, county, or state-based referral and reporting protocols. Moler has witnessed the growth of the database since its inception in 2007 when most of the agencies connected with the hotline were affiliated with

federally funded task forces. More recently, she has seen an increase in the number of law enforcement agencies, service providers (including those who already serve domestic violence and sexual assault victims, or victims in need of immigration or legal assistance), and runaway and homeless youth shelters joining the database. "It's been so exciting for me to see the growth in the interest of supporting and being part of the hotline," Moler said, with many law enforcement and service provider agencies "realizing they were already serving human trafficking victims, but just had not realized it in the past."⁴

The growth in the use of the NHTRC hotline has been consistent since inception, with a 259 percent increase in call volume between 2008 and 2012. In addition, 1,488 individual survivors of trafficking contacted the hotline during that time, and, in 2013, 3,983 potential victims were referenced in over 35,000 "signals" (e.g., phone calls, SMS text messages, online tip forms, and emails) received by the NHTRC.⁵ The growth of the hotline can be attributed to several factors, including the realization by anti-trafficking and law enforcement organizations that the dynamics of trafficking require a national hub for connecting with others, since trafficking cases (and the victims) often require resources outside their local jurisdictions or

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service areas. Indeed, investigating “local” human trafficking cases often requires a national, or even global, perspective.

“Law enforcement around the world has the reputation of ignoring human rights, and this is the one topic that shows the community we are involved in human rights,” states Jon Daggy, Detective Sergeant with the Indianapolis, Indiana, Metropolitan Police Department’s (IMPD’s) Human Trafficking/Vice Unit. Ironically, the IMPD struggled to find human trafficking cases during the early years of its BJA grant funding (not an uncommon situation at the time when few, in and out of law enforcement, understood the dynamics of trafficking and how best to identify cases). But while losing the funding a few years ago created the need to find other budget resources, other factors now have the IMPD investigating cases and identifying victims on a regular basis.⁶

According to Daggy, two critical tipping points were a change in Indiana’s human trafficking law removing the need to show force, fraud, or coercion in the trafficking of minors and the impact from public outreach in advance of the 2012 Super Bowl held in Indianapolis. An anti-trafficking task force of local agencies was created for the Super Bowl with the support of the IMPD command staff, and as a result of the task force and other anti-trafficking efforts by the IMPD, “we are now internationally known,” says Daggy, who now has contacts in countries as diverse as Canada, Sweden, Israel, and Yemen.⁷ The IMPD has committed to its anti-trafficking efforts in several ways, including changing the name of the unit from Vice to Human Trafficking/Vice, screening all suspects found during traditional vice operations for being victims of human trafficking, and working closely with a proactive prosecutor who is also interested in combating human trafficking. The IMPD has also shifted its perspective to focus on “promoting for prostitution” cases, which makes pimps the primary target.

On a personal level, Daggy became interested in human trafficking during the early days of the federally funded task force when he realized victims of human trafficking are exploited in ways similar to victims of domestic violence—the crime is often invisible even when the victims are in clear sight. Daggy began to educate himself on the intricacies of human trafficking, including using Google Alerts to locate the few news articles about trafficking that existed before the media began to follow the topic more closely. Daggy also decided to work more closely with his task force counterparts from the FBI and ICE/HSI. As a result of his experiences, Daggy hopes to see trafficking investigated by all local agencies in the same streamlined manner as domestic violence. Daggy also plans to stay connected to the fight against slavery when he

Human Trafficking: 5 Steps to Engagement

Engaging in the response to human trafficking (or any other social justice issue) can be a challenge for law enforcement agencies because the goals of engagement are different from (but complementary to) the goals of enforcement. Engagement means increasing an agency’s visible response to trafficking, enhancing relationships with nongovernmental organizations (NGOs), and demonstrating the priority the agency places on victims of trafficking, which requires a different approach than an enforcement-only response to human trafficking. The following steps can lay the foundation for engagement and require little effort or funding to implement.

- 1. Find the right person for the agency’s engagement activities.** Look among staff to identify individuals who have a personal interest in the topic of human trafficking and who would be willing to engage with NGOs and the community. The best person(s) for this role may not be the detective responsible for investigating human trafficking.
- 2. Empower those assigned to engagement efforts.** Select an officer or officers who possess the interpersonal and public speaking skills to work with NGOs and the public; then, empower them to actually engage, not simply report back to the leadership. The selected officers will become known as the “go-to” people in the agency regarding human trafficking. Let them speak for the agency, when appropriate, and give them the independence to make certain decisions. This ability to act on their own will be seen as a reflection of the agency’s trust and the importance it places on human trafficking.
- 3. Make the agency’s response visible.** Have the officer assigned to engagement activities prepare a public program that presents human trafficking from the agency’s perspective and highlights its response capabilities. Remember, these capabilities need not be extensive, as trafficking incidents may be rare in some jurisdictions. The key is to show that the agency views trafficking as an important issue and has a plan when victims are identified. Promote the engagement activities via press releases and social media.
- 4. Train the agency’s officers and create protocols.** Training need not be extensive, but should include state statutes, recognizing victims of both forced labor and commercial sex trafficking, defining a victim-centered response, and, most importantly, which NGOs should be contacted when victims are located and which investigator in the department should be notified. Refresher training should be offered annually. Amend existing protocols with victim services providers to include victims of trafficking or create new protocols. (See Additional Resources.)
- 5. Change the focus of vice operations from “anti-prostitution” to “anti-human trafficking”** by setting up the operations to focus on locating and arresting the pimp or trafficker. Screen sex workers for being victims of trafficking. Determine what forms of force, fraud, or coercion have been used by the trafficker; remember, they may be very subtle. Force, fraud, or coercion need not be proven when the victim is a minor and engaged in commercial sex. This can be difficult due to the often complex nature of the relationship between the trafficker and trafficking victim and can test the patience of investigators, but the payoff is removing a victim from the control of a trafficker and sending the trafficker to prison. After a successful anti-trafficking operation, make sure to promote the success via press releases and social media.

Additional Resources

The Office for Victims of Crime/Bureau of Justice Assistance (OVC/BJA) Anti-Human Trafficking Task Force Strategy and Operations e-Guide: www.ovcttac.gov/taskforceguide/eguide/Default.aspx.

Originally created for use by task forces, this document will aid any law enforcement agency in establishing a collaborative response to trafficking. The e-guide contains examples of protocols and other useful materials. As of June 2014, a revised and expanded version of the e-guide is being reviewed by the OVC Training and Technical Assistance Center (TTAC). The updated e-guide is slated to be released in August 2014. ❖

retires. Responding to human trafficking, “makes the department a better department,” says Daggy. “It can change the narrative of how a department is seen.”⁸

The IMPD is not the only police department to gain a new perspective—and unforeseen benefits—for its anti-trafficking efforts. Agencies in San Antonio, Texas, were among the first to receive BJA funding in 2006, but although they lost their funding in 2011, they did not lose the focus it had originally provided. Detective Rene Ochoa of the Bexar County Sheriff’s Human Trafficking Unit works with the Alamo Area Coalition Against Trafficking (AACAT) and has experienced the shift in the response to human trafficking from the initial focus on foreign national victims to balancing the efforts to include victims of domestic minor sex trafficking (DMST). “It would be great if all four agencies were located together,” Ochoa says, referencing the colocation with federal partners under the grant, as it offers the ability to bounce ideas off colleagues with different perspectives and capabilities, and it builds bonds of trust. However, although no longer sharing office space with ICE/HSI, Ochoa still maintains contact with his colleagues.

While federal funding enabled the agencies to start to fight against human trafficking, the sheriff’s office had to find new service providers and build new relationships as the grant ended, and, like any collaborative effort, having more partners means a broader and more sustainable response to human trafficking. Ochoa believes the expansion of partners offers the additional benefit of increasing the visibility of law enforcement’s response to trafficking in the Alamo area. “We’ve built a lot more relationships because of our human trafficking work, and it’s enhanced our reputation in the community.”⁹

Leaders in the Pitt County Sheriff’s Office in Greenville, North Carolina, took a unique approach when they applied for BJA funding; they planned to limit their grant to three years—just long enough to bring themselves up to speed on how to investigate and respond to trafficking, enhance their relationships with their local service providers who began serving victims of trafficking, and launch a public awareness campaign. Melissia Larson, grants administrator at Pitt County Sheriff’s Office and a nationally recognized authority on the multidisciplinary and victim-centered response to trafficking, believes that just because most law enforcement agencies should realize they might not come across many trafficking cases, that doesn’t mean agencies should be dismissive of the crime or its victims.

Instead, Larson recommends agencies enhance existing relationships with current service providers (such as those serving domestic violence or sexual assault victims) to include providing services to victims of

human trafficking and focus on creating a protocol (or adapt an existing protocol) to address how both law enforcement and service providers will respond to a trafficking incident. The goal of a rapid response protocol should include how to deal with both the suspect and the victim during the first 24 hours after identifying an incident. Pitt County Sheriff’s Office has built its relationships and mutual trust with service providers to a level where the service providers perform the initial screening of potential victims on behalf of law enforcement. This allows investigators to initially focus on any suspects and pursue the criminal investigation.

Larson also suggests local agencies become involved with state or regional anti-trafficking coalitions, and proactively share resources (e.g., the NHTRC hotline number) with the public and other agencies. Spreading the word about how others can get involved in the fight against human trafficking helps to build an agency’s visibility and credibility in its response to human trafficking.¹⁰

“Showing a presence in the community, it gives us credibility. Plus, it gives me a personal sense of satisfaction,” says Sergeant Bill Grayson, who serves as the Human Trafficking Liaison Supervisor within the Special Victims Unit at the San Antonio (Texas) Police Department (SAPD). Like Detective Ochoa of the Bexar County Sheriff’s Office, Grayson collaborates with the AACAT. Although the agency was not involved in the original grant program, the SAPD realized human trafficking was occurring in San Antonio and went on the offensive through collaborative efforts and a change in its perspective on how victims of human trafficking, especially children, are exploited. “We sat in ignorance for so long, not recognizing trafficking,” said Grayson. “You have to ask yourself, ‘What have you missed because of your ignorance?’”¹¹

One key element to SAPD’s response is recognizing and addressing the link between runaway children and DMST. Several studies have demonstrated a runaway teen’s susceptibility to recruitment by traffickers or pimps. In one study of “prostituted juvenile victims” (victims of DMST) in Reno, Nevada, 82 percent of the victims surveyed were also runaways.¹² The SAPD now has a protocol to screen minors for possible victimization by traffickers, which includes several criteria that mandate screening, including juveniles who have run away three or more times, have been victimized by traffickers in the past, or have a known sexual history. The results of the screening are shared among the SAPD Missing Persons Unit, juvenile probation, and child protective services. Together these agencies are learning more about how runaways survive on the street and are better able to help these children.

Grayson, like every other law enforcement official interviewed for this article, readily states that U.S. law enforcement still has much to learn in its response to human trafficking and that working with non-law enforcement organizations is critical. The SAPD works with members of its local faith community and is involved in public awareness events. The area’s district attorney’s office is also committed to anti-trafficking efforts and includes in-service training on human trafficking for its prosecutors. While most of the cases regularly crossing Grayson’s desk are DMST, his office recently investigated a labor trafficking case involving a foreign national forced into door-to-door sales—a trafficking case with a completely different set of dynamics.

Of course, not all anti-trafficking response work originates from within street-level or investigative units; in some cases, the leadership decides that creating a visible and viable response is necessary. Chief of Police Harry Earle of the Gloucester Township Police Department (GTPD) in Blackwood, New Jersey, decided to make responding to human trafficking a priority after several experiences raised his own level of awareness and understanding. The first step on his path was his department’s internal research project examining the traits of first-time offenders in Gloucester Township, which showed that first-time offenders are often runaways. Then, in 2012, Chief Earle attended a conference sponsored by the National Center for Missing and Exploited Children where, again, the exploitation of runaways by pimps and traffickers was examined. With a population of 77,000 and a sworn staff of 120 officers, GTPD receives approximately 150 missing children reports each year. Chief Earle’s philosophy of community policing includes “addressing social disorder,” and he decided it was time to initiate a new program with the goals of addressing this disorder, protecting youth, and lowering crime in Gloucester. Earle launched Project MARRS: Missing, At-Risk, Response Strategies.

Project MARRS is built upon the understanding that runaway and “throwaway” (those who leave their home without authorization and who are not reported as missing) children not only are at a higher risk of being victimized through human trafficking, sexual assault, or drug abuse, but also are more likely to commit criminal acts themselves. Thus, the program aims to first locate and protect the child and then support the child in a manner that will reduce the child’s chance of engaging in criminal conduct. This social justice approach then becomes a crime prevention tool.

“I never imagined this would catch on,” says Chief Earle. “These social disorder problems are screaming in our faces.

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We view this as a holistic crime reduction approach; this could help a child from becoming a burglar down the road.”¹³ Part of the MARRS response includes officers completing a Returned Missing Juvenile Return Questionnaire form, an extensive debrief of juveniles that seeks to go beyond a simple, “Are you okay?” and tries to determine other factors in the juveniles’ lives that may be the underlying reasons for their runaway activity. The questionnaire includes questions about the juvenile participating in or simply witnessing criminal activity—information that may help other investigators solve open investigations. After completing the questionnaire, an action plan is created based on the juvenile’s needs, which may involve social services and community organizations who have partnered with GTPD. The questionnaire also includes questions about how juveniles survived on the streets, such as how they obtained food and where they slept, which are critical questions since pimps and traffickers often recruit runaways who are simply hungry or lack a warm place to sleep. Savvy investigators and prosecutors also recognize that providing these essential elements of survival can be used by traffickers as a soft form of coercion and, when articulated as such, can be used against a trafficker during prosecution.

Chief Earle and his staff also created a public awareness program to raise their community’s knowledge of trafficking and, just as important, GTPD’s response capabilities. Earle often joins in on the presentation of this program, typically presented by GTPD’s Juvenile Unit sergeant and the department’s social worker. Chief Earle views his participation as an important step in gaining traction for the program, both among law enforcement officers and the community, and he believes it is critical to foster a climate where issues such as these are seen as important to the community.¹⁴

GTPD also changed its tactics and perspective on vice-related operations and now screens those involved in prostitution as potential victims of trafficking. GTPD has had success, including a recent prostitution sting operation in which they rescued a 26-year-old woman who was transported from North Carolina by male and female suspects. The prosecution is one of the first under New Jersey’s recently enhanced trafficking statute, which includes a 20-year minimum sentence for first-degree human trafficking.

GTPD widely promotes Project MARRS, its anti-trafficking work, and other activities via social media, using Facebook, Twitter, YouTube, Google+, and Pinterest. These platforms allow the GTPD to build community connections, increase its credibility, and enhance its social capital in ways that are not always easy to measure.

Sometimes these efforts lead to pleasant surprises. Recently, Chief Earle attended a public anti-human trafficking event where the speaker lamented that most law enforcement agencies don’t understand the extent of human trafficking and its impact on the community. But the speaker noted one exception—the Gloucester Township Police Department.¹⁵ Statements like these reinforce an agency’s motivation to address modern slavery and, of course, bring a smile to any chief’s face.

The support by chiefs of police like Harry Earle and their command staffs is critical in the fight against slavery. Detective Will Campbell, speaking about his work in New Hanover County, which included the Drequan Dugar case, highlighted this, stating, “I have the blessing of my sheriff and commanders to take on whatever I want in regards to human trafficking. I couldn’t do anything without that.”¹⁶ Chiefs of police should look to those among their staff who are already motivated to engage in anti-trafficking investigations and are willing to work with non-law enforcement partners and community organizations that are focused on this terrible social “injustice” issue. This new evolution in the response to human trafficking is based on local passion and expertise, adaptability, and resource building, and is no longer dependent upon the federally funded task force model. Chiefs who empower their staff to engage at this level will not only help free those who are exploited by traffickers or victims of other social disorder; they will also offer new opportunities for their officers to enhance their professional skills, including collaboration and leadership, along with being rewarded with enhanced community relations and increased social capital. ♦

John Vanek is a consultant and nationally recognized authority on human trafficking. Mr. Vanek has consulted for a variety of federal, state, and private organizations assisting with their response to modern-day slavery and collaborative task force leadership. He can be contacted at www.johnvanek.com.

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⁶Jon Daggy (detective sergeant, Indianapolis Metropolitan Police Department), telephone interview, March 5, 2014.

⁷While the actual increase in trafficking in a city that is hosting the Super Bowl is debated within the human trafficking community, it is clear that the Super Bowl and, to a lesser degree, other prominent sporting events provide an opportunity for media stories to link trafficking to these events. Several media outlets referenced commercial sex trafficking during the lead-up to the 2013 Super Bowl in New Jersey, and San Francisco Bay Area anti-trafficking organizations are already planning outreach efforts for the 2016 Super Bowl.

⁸Jon Daggy (detective sergeant, Indianapolis Metropolitan Police Department), telephone interview, March 5, 2014.

⁹Rene Ochoa (detective, Bexar County Sheriff’s Human Trafficking Unit), telephone interview, March 6, 2014.

¹⁰Melissia Larson (grants administrator, Pitt County Sheriff’s Office), telephone interview, March 6, 2014.

¹¹Bill Grayson (human trafficking liaison supervisor, San Antonio Police Department), telephone interview, March 6, 2014.

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¹⁶Will Campbell (detective, New Hanover County Sheriff’s Office), telephone interview, March 12, 2014.



SMARTER EQUIPMENT



SHARPER TECHNOLOGIES



BETTER RESULTS

IACP 2014

OCTOBER 25-28
EXHIBITS: OCTOBER 26-28

ORANGE COUNTY CONVENTION CENTER
WEST BUILDING | ORLANDO, FLORIDA



*Serving the Leaders of Today and
Developing the Leaders of Tomorrow*

The IACP 2014 Expo Hall showcases leading innovations from more than 700 exhibitors and features hands-on exhibits, live demos and non-stop educational displays. Plus, stop by the newly added activity zones—the Sports Zone, Relaxation Zone, Technology Hands-on Zone and Wellness Zone. Entrance to the Expo Hall is FREE for all sworn and civilian public safety, government and armed forces personnel. With the wide range of solutions found here, you and your team will come away better equipped to serve and protect, and your agency will function more effectively and responsively.

REGISTER TODAY & SAVE

Register by Sept. 4 and save up to \$125.

www.theIACPconference.org | Use Source Code: **PCAD3**

REGISTRATION INFORMATION

October 25 -28 | Orange County Convention Center – West Building

Full registration to IACP 2014 is limited to IACP members, their non-member guests, family members, and exhibitors. IACP 2014 is not open to the general public.

To take advantage of discounted registration fees, complete the attached registration form and return to the IACP with payment or register online through September 10, 2014. Beginning September 11, 2014 ONLY online registrations will be accepted. Higher registration fees will apply.

Registration fees must accompany the registration form; payment may be made by check, credit card or purchase order. Advance and on-site registration fees will be accepted in U.S. funds only and must be drawn on a U.S. bank. All credit card payments will be processed at IACP Headquarters in U.S. funds.

Phone registrations are not accepted. Do not mail and fax your credit card information, as charges may be duplicated. Once your registration is processed, you will receive an e-mail confirmation which also serves as your only receipt.

FIVE WAYS TO REGISTER

1. Register Online

Go to www.theIACPconference.org and click on REGISTER. Members will need their member number. Only credit card payments are accepted online. Internet registration opens on May 7, 2014 and will be open through the conference.

2. Register by Fax (703-836-4543)

Fax completed forms with credit card payments or Purchase Orders to 703-836-4543. Due to registration volume, we cannot confirm fax receipt.

3. Register with a Check

Send completed forms with checks to:

IACP Conference Registration
PO Box 62564
Baltimore, MD 21264-2564 USA

4. Register with Purchase Order

Send completed forms with Purchase Orders to:

IACP Conference Registration
44 Canal Center Plaza, Suite 200
Alexandria, VA 22314 USA

5. Walk-in Registration begins October 24, 2014

Walk-in registration opens Friday, October 24, 2014, at 1:00 PM at the Orange County Convention Center – West Building
9860 Universal Boulevard, Orlando, Florida, USA.

QUESTIONS? CALL 800-THE-IACP



Refund Policy Statement

All cancellations must be made in writing and mailed, faxed (703-836-4543), or e-mailed (conf2014@theiacp.org) to IACP headquarters. A penalty will apply. No telephone cancellations will be accepted. It will take a minimum of six weeks to receive a refund. A 25% penalty will be assessed on all cancellations postmarked or fax/e-mail dated on or before October 1, 2014. A 50% penalty will be assessed on cancellations postmarked or fax/e-mail dated between October 2 – 21, 2014. No refunds will be issued on or after October 22, 2014. No refunds will be given for no-shows. Registration may be transferred to another person in your organization by written request to IACP prior to October 1, 2014. After this date all changes must be made at the conference. Additional charges may apply.

2014 REGISTRATION FEES

	On or Before September 10, 2014 (Discounted Rates)	September 11, 2014 and After (Online Registration/ On-site)
IACP Member*	\$350	\$425
First Time IACP Member*#	\$295	\$370
Non-member*	\$525	\$650
Family Member*+	\$125	\$125
Children under 18*	FREE	FREE
Expo Pass for Law Enforcement	FREE	FREE
1-Day Pass^		\$85
2-Day Pass^		\$160

*Full conference registration fee includes access to All General Assemblies, workshops, receptions, Expo Hall Floor, Host Chief's Night, and transportation between Official IACP hotels and the Convention Center.

#The First Time IACP Member discounted rate must be taken at the time of the initial registration. Refunds cannot be given for incorrect registration submissions.

+Family refers to a spouse or family member, not a business associate or fellow law enforcement colleague. ONLY the family member's name, city, and state will appear on their badge. Family members do not receive certificates for workshops.

^1-Day and 2-Day Pass Registration will begin online on September 11, 2014. Individuals may register for only ONE 1-Day Pass or 2-Day Pass.

Only IACP members can take advantage of the member registration rates. All IACP memberships are individual and non-transferable for conference registrations member rates.

FREE EXPO PASS FOR PUBLIC SAFETY PERSONNEL

Sworn officers, first responders, and civilian employees of public safety and government agencies and the armed forces can register for complimentary access to the Expo Hall. Public Safety includes offices of police, sheriffs, EMS, fire service, hazmat and park rangers from federal, state, city, county, campus, and tribal agencies, and the armed forces. To qualify for this three-day Expo Hall-only pass, the recipient must work for the government or a public safety agency and will be required to show their credentials upon arrival. The IACP reserves the right to refuse ineligible registrations.

FIRST TIME MEMBER ATTENDEES

IACP members attending the Annual Conference for the first time can take advantage of a special discounted rate. IACP members attending for the first time pay \$295 in advance and \$370 on-site.

THIS IS A SAVINGS OF OVER 15%!

MEMBERSHIP

SAVE 21% Off the Non-member rate – Join the IACP & Register at the First Time Member Rate

Join the IACP now and save \$110! Non-members may submit their IACP Member dues (\$120) along with the First Time IACP Member registration fee (\$295) by completing the membership portion of the registration form.

Law enforcement professionals at every level qualify for membership in the IACP. Those in sworn command-level positions qualify for active membership; others are eligible for associate membership. See the IACP website for details.

ADVANCE REGISTRATION FORM

October 25 -28 | Orange County Convention Center – West Building



Register online at www.theIACPconference.org

Use this form to save on registration fees until September 10, 2014.

Beginning September 11, 2014 only online registrations will be accepted.

Discounted Advance Registration Deadline: Must be Postmarked by September 10, 2014.

Check One:

I am an IACP Member; Membership Number _____ I am a Non-Member

I am applying now for Membership (Use Box "B" below to Join & Register)

I am the spouse or family member of _____ Their Member# _____

Full Name _____

First Name for Badge _____

Title _____

Agency/Organization _____

Agency Address _____

City _____ State _____

Zip/Postal Code _____ Country _____

Phone # _____ Fax # _____

Email Address _____

FAMILY — complete a duplicate registration form if using different payment method. +

Name _____

Children (Under 18) Name(s) _____

YES! I would like to receive e-mails from IACP exhibitors regarding their conference activities and products.

YES! Go Paperless! I do not need a printed program; I will use the IACP 2014 Mobile App.

A. CHECK APPROPRIATE REGISTRATION TYPE:

IACP Member*: **\$350**

Family Member*+: **\$125**

First Timer Member* (IACP Members ONLY): **\$295**

Children Under 18*: **FREE**

Non-member*: **\$525**

Expo Pass for Public Safety Personnel : **FREE**

Day pass & 2-day pass registration will open online September 11th.

B. JOIN THE IACP:

YES! I would like to Join the IACP and take advantage of the First Timer Member Registration Rate

Member Dues: **\$120**

First Timer Member Registration: **\$295**

Total: **\$415**

C. (OPTIONAL) BANQUET & FOUNDATION GALA TICKETS:

YES! I would like to Purchase Tickets for the **2014 IACP Foundation Gala** to be held on Saturday, October 25, 2014.

Tickets **\$200 each** # of tickets: _____

No refunds after October 1, 2014. Pre-Conference ticket sales end October 10, 2014.

YES! I would like to Purchase Tickets for the **Annual Banquet** to be held on Tuesday, October 28, 2014.

Tickets **\$85 each** # of tickets: _____

No refunds after October 1, 2014. Pre-Conference ticket sales end October 10, 2014 and will continue on-site October 24, 2014

PAYMENT: (No Registrations will be processed unless accompanied by payment in full.)

TOTAL AMOUNT TO BE CHARGED (From boxes A, B, C above): \$ _____

Purchase Order # _____

Check. Make checks payable to IACP (U.S. dollars, drawn on U.S. banks only) and mail full payment (no cash) with completed form to: IACP Conference Registration, P.O. Box 62564, Baltimore, MD 21264-2564 USA

Please charge my credit card: Visa MasterCard American Express Discover

Acct. # _____ Exp. Date _____

Cardholder's Name _____ Billing Address _____

Signature _____

Please complete the following questions:

The Information is being requested to enhance your experience at the show and will be used by the IACP and exhibitors to better understand your interests.

1. How many sworn officers in your agency?

- A. 1-5
- B. 6-15
- C. 16-25
- D. 26-49
- E. 50-99
- F. 100-249
- G. 250-499
- H. 500-999
- I. 1,000 & above
- J. N/A

2. What is the approximate population size of your city/jurisdiction?

- A. Under 2,500
- B. 2,500-9,999
- C. 10,000-49,999
- D. 50,000-99,999
- E. 100,000-249,999
- F. 250,000-499,999
- G. 500,000 & above
- H. N/A

3. What best describes your function/assignment?

- A. Administration
- B. Field Operations
- C. Information Technology
- D. Patrol/Investigations/Tactical
- E. Communications
- F. Training
- G. Fleet Management
- H. Purchasing
- I. Medical/Psychological
- J. Legal
- K. Retired
- L. Other (specify) _____
- M. N/A

4. What best describes your purchasing authority?

- A. Approve purchases
- B. Evaluate & recommend purchases
- C. Develop specifications for purchases
- D. Make suggestions to others
- E. End user only
- F. N/A

5. Which best describes your agency/organization?

- A. Local
- B. State
- C. County/Regional/Special District
- D. Tribal
- E. College/University
- F. Transportation
- G. Government Agency/Military
- H. Medical/Psychological
- I. Non-profit
- J. Consultant
- K. Security
- L. Legal
- M. Training
- N. Company
- O. Other
- P. N/A

6. In the next 12-24 months, which of these products or services does your organization plan to purchase/lease? (Check ALL that apply):

- A. Aircraft
- B. Armor/Protective Equipment
- C. Awards/Badges/Challenge Coins
- D. Communications Equipment
- E. Education/Training
- F. New Products
- G. Investigation/Surveillance/Detection
- H. Less-Lethal Weapons
- I. Lighting
- J. Mobile Technology
- K. Personal/Tactical Equipment
- L. Professional/Consulting Services
- M. Publication/Trade Journal
- N. Restraints
- O. Testing Equipment
- P. Uniforms
- Q. Unmanned Vehicles/Robotics
- R. Vehicle Accessories
- S. Vehicles/Motorcycle/ATV
- T. Weapons/Firearms
- U. N/A

7. How did you hear about IACP 2014?

- A. Have attended in the past
- B. Received brochure
- C. Received an email
- D. A colleague told me about the conference
- E. Other (specify) _____

* Full conference registration fee includes access to all general assemblies, workshops, receptions, Expo Hall and Host Chief's Night.

+ Family refers to a spouse or family member, not a business associate or fellow law enforcement colleague. ONLY the family member's name, city, and state will appear on their badge. Family members do not receive certificates for workshops.

Fax completed form with credit card information to 703-836-4543. Do NOT mail and fax form—charges may be duplicated. Mail purchase order along with form to: **IACP Conference Registration, 44 Canal Center Plaza, Suite 200, Alexandria, VA 22314 USA**

HOTEL INFORMATION

October 25 -28 | Orange County Convention Center – West Building

	HOTEL	Distance to Convention Center	Rates Starting At	Shuttle Provided
1	Avanti Resort Orlando	1.2 miles	\$79	
2	Courtyard Intl Drive/ Convention Center	1.5 miles	\$139*	
3	Days Inn Convention Center/ I-Drive	1.0 mile	\$79*	
4	Doubletree by Hilton Orlando SeaWorld	1.6 miles	\$109	
5	Embassy Suites Intl Drive/ Convention Center	1.2 miles	\$195**	
6	Extended Stay America Pointe Orlando	1.1 miles	\$79	
7	Fairfield Inn & Suites Orlando SeaWorld	2.0 miles	\$109	
8	Hampton Inn Intl Drive/ Convention Center	1.1 miles	\$109*	
9	Hilton Garden Inn Orlando at SeaWorld	2.0 miles	\$129*	
10	Hilton Grand Vacations Suites SeaWorld	1.9 miles	\$119	
11	Hilton Orlando	0.8 miles	\$239	
12	Homewood Suites Hilton Convention Center	1.1 miles	\$145*	
13	Hyatt Place Orlando Convention Center	1.1 miles	\$139*	
14	Hyatt Regency Orlando (formerly Peabody)	0.3 miles	\$244	
15	Renaissance Orlando at SeaWorld	2.0 miles	\$199	
16	Residence Inn Orlando at SeaWorld	2.0 miles	\$129	
17	Residence Inn Orlando Convention Center	1.1 miles	\$139*	
18	Rosen Centre Hotel	0.3 miles	\$225	
19	Rosen Inn at Pointe Orlando	0.9 miles	\$79	
20	Rosen Plaza Hotel	0.7 miles	\$205	
21	Sonesta ES Suites Orlando	1.5 miles	\$129	
22	Springhill Suites Convention Ctr I-Drive	1.1 miles	\$134*	
23	SpringHill Suites Orlando at Sea World	2.0 miles	\$119	
24	The Castle Hotel	1.3 miles	\$149*	
25	Westin Orlando Universal Boulevard	1.9 miles	\$199	

*Early bird rate expires 7/31/14

** Four night minimum rate

International Drive



FREE PARKING

Complimentary parking will be available at the Orange County Convention Center (West and North/South building) for any marked law enforcement agency vehicle from Orange, Osceola, Lake and Seminole Counties. This includes city and state vehicles operating within these counties.

The West Building's West Concourse parking lot can be accessed a number of ways - via Exhibit Way (north entrance), via Convention Way (south entrance) and via West Entrance Drive off of Westwood Boulevard.

The North/South Building's North/South Concourse parking lot can be accessed by two entrances - Universal Boulevard (north side) or International Drive (south side). Using the entrance off of Universal Boulevard is encouraged when attending events in the North/South Concourse.

HOUSING FORM

October 25 -28 | Orange County Convention Center – West Building



Book your hotel online at www.theIACPconference.org and receive your hotel confirmation.

Please submit form to:

Travel Planners Inc./IACP
381 Park Avenue South, 3rd Floor
New York, NY 10016 USA
Phone: 877-IACP -123 (877-422-7123) or 212-532-1660
Fax: 212-779-6128

Hotel Choice:

1. _____
2. _____
3. _____
4. _____
5. _____

Arrival Date: _____ Departure Date: _____

Room Type:

- Single (1 person/1 bed)
- Double (2 people/1 bed)
- Twin (2 people/2 beds)
- Triple (3 people/2 beds)
- Quad (4 people/2 beds)

Suite Request:

- Parlor and one bedroom
- Parlor and two bedrooms

Note: All suite requirements will be subject to approval by the IACP.

Special Requirements:

- If you have any disabilities that require special facilities in your sleeping room, please check here. Someone will contact you to discuss further.

Name(s) of Occupant(s):

1. _____
2. _____
3. _____
4. _____

Mail Confirmation to:

Name _____
Agency/Organization _____
Mailing Address _____
City _____
State _____ Zip/Postal Code _____
Country _____
Phone _____ Fax _____
Email _____

Frequent Guest Program:

Hotel _____
Account Number _____

RESERVATION DEADLINE:

September 26, 2014

Every effort will be made to accommodate your request, subject to hotel availability and rate. Rooms are assigned in the order in which registrations are received. If your five hotel choices are not available, you will be contacted.

Once you receive a confirmation from Travel Planners, you will have five business days to go online and guarantee your reservation with a credit card. Any unguaranteed reservation is subject to cancellation. For a check deposit for one night's room and tax, please make your check payable to Travel Planner's Inc. All checks must be received by the deadline of September 5, 2014.

Confirmation will be emailed, faxed, or mailed the next business day after receipt of your request. If you do not hear from Travel Planners Inc. within five business days, please call Travel Planners Inc. and we will send your confirmation.

Changes and cancellations should be made through Travel Planners Inc. at least three weeks before arrival. Changes may be subject to hotel availability. If changes or cancellations are made less than three weeks before arrival, please refer to your confirmation for specifics on your hotel's change and cancellation policy.

Many hotels are now imposing fees for early departure. This policy is at the discretion of the individual hotel, and the amount of the fee varies by hotel. To avoid an early departure charge, be sure to verify your actual date of departure at the time of check-in. Please submit form to:

Travel Planners Inc./IACP
381 Park Avenue South, 3rd Floor
New York, NY 10016 USA
Phone: 877-IACP -123 (877-422-7123)
or 212-532-1660
Fax: 212-779-6128

PAYMENT:

- Check enclosed for one night's deposit. (Check should be made payable to Travel Planners Inc., payable in U.S. funds.) Mail deposit payment with completed form to:

Travel Planners Inc./IACP
381 Park Avenue, South, 3rd Floor
New York, NY 10016 USA

- Credit Card reservations can be made online at www.theIACPconference.org or by calling 877-IACP -123.

NEW MEMBERS

This posting of new member applications is published pursuant to the provisions of the IACP Constitution & Rules, Article II, Section 2(c). If any active member in good standing objects to any application, written notice of the objection must be submitted to the executive director within 60 days of publication. The application in question shall then be submitted to the Executive Committee and shall require the affirmative vote of two-thirds of the members of that committee for admission of the applicant.

The full membership listing can be found in the members-only area of the IACP website (www.theiacp.org).

*Associate Members

All other listings are active members.

ALBANIA

Tirana—Didi, Artan, Director General, General Directorate of State Police of Albania, Blv Bajram Curri, 1001, 355 42364953, Fax: 355 42223123, Email: artan.didi@asp.gov.al, Web: www.asp.gov.al

ANTIGUA AND BARBUDA

St Georges—Croft, Edward H P, Director, Office of National Drug & Money Laundering Control, Camp Blizard, Coolidge, 268 4644473, Fax: 268 5621014, Email: edward.croft@ondcp.gov.ag, Web: www.ondcp.gov.ag

BRAZIL

Sao Paulo—Gyorfi, Renata, Police Officer Supervisory, Sao Paulo Police Dept, Rua Brig Tobias 527 15 Fl, 01032-001, 55 1133113748, Email: renatagy@hotmail.com, Web: www.policia-civ.sp.gov.br

—Pinheiro, Priscila, Police Officer Supervisory, Sao Paulo Police Dept, Av Celso Garcia 2875, 03063-000, 55 1134683381, Email: priscila.pinheiro@yahoo.com.br, Web: www.policia-civ.sp.gov.br

CANADA

British Columbia

Victoria—Elsner, Frank J, Chief Constable, Victoria Police Dept, 850 Caledonia Ave, V8T 5J8, (250) 995-7217, Fax: (250) 384-1362, Email: frank.elsner@vicpd.ca, Web: www.vicpd.ca

Ontario

Orillia—Couture, Gary J, Deputy Commissioner, Ontario Provincial Police, 777 Memorial Ave, L3V 7V3, (705) 329-6301, Fax: (705) 329-6317, Email: gary.couture@ontario.ca

Sudbury—Pedersen, Paul, Chief of Police, Greater Sudbury Police Service, 190 Brady St, P3E 1C7, (705) 675-9171, Fax: (705) 674-7090, Email: paul.pedersen@police.sudbury.on.ca, Web: www.gspcs.ca

Toronto—Kotak, Ritesh, Project Coordinator, Toronto Police Service, 40 College St, M5G 2J3, (647) 621-8479, Email: ritesh.kotak@torontopolice.on.ca

Saskatchewan

Saskatoon—Fraser, Kelsie, Social Media & Media Relations Specialist, Saskatoon Police Service, PO Box 1728, S7K 3R6, (306) 975-8197, Email: kelsie.fraser@police.saskatoon.sk.ca

COLOMBIA

Bogota—Mow, Carlos, General Manager, Servicios De Poligráfica Colombia SAS, Calle 127B Bis No 46-40 Oficina 101B, 1969669, 57 4672250, Fax: 57 4674320, Email: carlos.mow@spcltda.net, Web: www.spcltda.net

ENGLAND

Coventry—Kennedy, John F, Forensic Scientist/Consultant, Key Forensic Services, Univ of Warrick Science, Unit 1 ATU-1, Sir William Lyons Rd, CV4 7EZ, 44 1512264000, Email: j.fk@btinternet.com, Web: www.keyforens

MONGOLIA

Ulaanbaatar—Tseveenravdan, Azbayar, Chairman, Marshal Authority (Takhar) Mongolia, Lawyers St 13-1, Chingeltei, 20000, 976 70009945, Fax: 976 70009945, Email: azbayar@takhar.gov.mn, Web: www.takhar.gov.mn

NIGERIA

Abuja—Omfoma, Samuel, Assistant Superintendent of Customs I, Nigeria Customs Service, Protocol Unit Rm 205, Nigeria Customs Service Headquarters, Abidjan St Wuse Zone III, 234 7030424700, Email: samomofuma@yahoo.com

—Usman, Isyaku, Chief Superintendent of Police, Nigeria Police Force, PO Box 3242, 234 8034032692, Email: ibnuthman07@yahoo.com

Ado Ekiti—Abiodun, Owwoeye O, Inspector, Nigeria Police Force, Ado Ekiti State Command, Email: owwoeye.adebayo@yahoo.com

Calabar—Otu, Egwu, Chief Superintendent of Police, Nigeria Police Force, Zone 6 Headquarters, 234 8038833455, Email: egwuotu@yahoo.com

Enugu—Nwano, Anayo, Deputy Superintendent of Police, Nigeria Police Force, 4 Tiger St, Eklu East Estate GRA, 234 8034727935, Email: ayomuzie@gmail.com

Festac Town—Omorogbe, Aibizugbowa S, Assistant Superintendent of Police, Nigeria Police Force, Area E Command Headquarters, 234 8036983666, Email: anakaujames@yahoo.com

Ibadan—Adebola, Rabi S, Chief Security Officer, Adras Resources Venture, Mobil Service Station, Challenge, Email: sikiruadebola68@yahoo.com

—Gbolahan, Shodipe K, Chief Superintendent of Immigration, Nigeria Immigration Service, Oyo State Command, Agodi Gate, 234 8088000335, Email: shodipekg@yahoo.com

—Latifat, Baruwa O, Inspector of Police, Nigeria Police Force, Adogba Divisional Police Headquarters, 234 7032680552, Email: madamtinyin@yahoo.com

—Malik, Oluwatoyin, Crime Reporter, The Nigeria Tribune, Imalefalafia St, PO Box 78 Oke Ado, 234 8056080555, Email: oluwatoyinmail@yahoo.com

—Muhammad, Abdallah A, Director of Security, Ahmad Security & Safety, Oyo/Osun Area Command, Customs Bldg, 234 7032310428, Email: abdallahmuhd@yahoo.com

—Oyebode, Oluwabunmi A, Assistant Superintendent of Police, Nigeria Police Force, Eleyele Divisional Police Headquarters, Email: oyebodeaderonke@yahoo.com

—Risikat, Baruwa T, Assistant Superintendent of Police, Nigeria Police Force, No 41 Zone 4 Area A Adogba, 234 8033244259, Email: baruwatoyo@yahoo.com

—Taiwo, Adeoluwa, Deputy Superintendent of Police, Nigeria Police Force, PO Box 41037, General Post Office Dugbe, 234 8033775025, Email: bolaboeye@hotmail.com

—Williams, Seyi O, Superintendent of Police, Nigeria Police Force, Sango Divisional Police Headquarters, 234 8064233032, Email: seyiwilliams648@yahoo.com

Idimu—Abosede, Onasanya S, Assistant Superintendent of Police, Nigeria Police Force, Area M Police Command, 234 8033461905, Fax: 234 8126376665, Email: onasanya.abosede2014@gmail.com

—Mukalia, Rafiu, Inspector, Nigeria Police Force, Area M Police Command, 234 8100088291, Email: rafiumukalia@yahoo.com

Ikeja—Ashiedu, Patrick, Area Sales Manager/Security Officer, Nigerian Breweries PLC, 1 Abebbe Village Rd Iganmu, 234 8038785807, Email: patashiedu@yahoo.com

Ikoyi—Adeoluwa, Funmilola A, Deputy Detective Superintendent, Economic & Financial Crimes Commission, 15A Awolowo Rd SW, 234 7033605192, Email: fumitade@yahoo.com

—Adeeko, Vincent O, Assistant Commissioner of Police, Nigeria Police Force, Force CID Annex, Alagon Close, 234 8033096425, Fax: 234 8081776814, Email: vadeeko@yahoo.com

—Okechukwu, Akubue V, Deputy Detective Superintendent, Economic & Financial Crimes Commission, 15A Awolowo Rd SW, 234 8034000268, Email: okeyakubue@yahoo.com

—Olagundoye, Atinuke I, Senior Detective Inspector, Economic & Financial Crimes Commission, 15A Awolowo Rd SW, 234 7083244410, Email: olagundoyeeye@yahoo.co.uk

Lagos—Adenola, Taibat A, Security Consultant, Tasim Security, 2580 Mushin, 234 8081775330, Email: tai_adenola@yahoo.com

—Anne, Ogbonoko G, Assistant Superintendent of Police, Nigeria Police Force, Co-Operative Society, 234 8033177080, Email: ogbonokograceanne@yahoo.com

—Liadi, Idowu, Director of Security, Noble Delite Security, House 4 No 67 Ayangburen, Gra Ikorodu, Email: nobleliteservices@yahoo.com

—Olayemi, Kolawole, Principal Bank Examiner, Special Fraud Unit, 9 Wole Ariyo St Lekki Phase I, 234 8023776660, Email: olayemi.kola@yahoo.com

Lekki—Olatunbosun, Ndiomu G, Chief Securities Officer, C-Kept Securities Ltd, 4 Bolaji Ariyo St, Email: gbemind007@hotmail.com

Obalande—Edet, Brenda A, Deputy Superintendent of Police, Nigeria Police Force, Force Headquarters Annex, Kam Salem House, 234 7030779450, Email: dpkfhq@gmail.com

—Akinfaderin, Boboye, Chief Superintendent of Police, Nigeria Police Force, Force Headquarters Annex, Kam Salem House, Email: boboyewa@yahoo.com

—Awoniyi, Onaade S, Assistant Commissioner of Police, Nigeria Police Force, Force Headquarters Annex, Kam Salem House, Email: awoniyi007@yahoo.com

—Edet, Richmond A, Deputy Superintendent of Police, Nigeria Police Force, Force Headquarters Annex, Kam Salem House, 234 7030779450, Email: richmondedet@yahoo.com

—*Omisore, Hammed O, Inspector, Nigeria Police Force, Protocol Dept, Force Headquarters Annex, 234 8023008481, Email: omisocolhammed@gmail.com

—*Osadebe, Vivian, Corporal, Nigeria Police Force, Force Headquarters Annex, Kam Salem House, 234 8070990339, Email: viviansiraj@yahoo.com

—*Salam, Rasaan, Inspector, Nigeria Police Force, Force Headquarters Annex, Kam Salem House, Email: rasanqee90@yahoo.com

—Wusu, Seveho E, Superintendent of Police, Nigeria Police Force, Force Headquarters Annex, Kam Salem House, Email: yedenuami2@gmail.com

Ogere—Samson, Oluwole F, Superintendent of Police, Nigeria Police Force, Remo Divisional Police Headquarters, 234 8037280810, Email: nike.dammie@yahoo.com

Port Harcourt—Suleman Baba, Mohammed, Superintendent of Police, Nigeria Police Force, Elekhia Divisional Headquarters, 234 8060161298, Email: ajao1808@gmail.com

—Sumaila, Sanni, Superintendent of Police, Nigeria Police Force, Elekhia Divisional Headquarters, 234 8069608596, Email: sannii1999@gmail.com

Surulere—*Adeyanju, Joel O, PAC Coordinator in Ogun State, Police Assistance Committee, PAC Secretariat 24 Association Ave, Ijeshatedo, 234 8023951147, Email: adeyanjujoel@gmail.com

—*Agwu, Olekama I, PAC Executive Member, Police Assistance Committee, PAC Secretariat 24 Association Ave, Ijeshatedo, 234 8033825581, Email: agwuironisi@yahoo.com

—*Akibor, Sunday, PAC Executive Member, Police Assistance Committee, PAC Secretariat, 24 Association Ave Ijeshatedo, 234 8033075732, Email: akibor_sunday@yahoo.com

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Assist the IACP succeed in our vision of *Serving the Leaders of Today, and Developing the Leaders of Tomorrow* by encouraging law enforcement's current and future leaders with their careers by sponsoring them for membership in the IACP. Whether you sponsor a Chief from a neighboring jurisdiction, an up and comer in your agency or a civilian supporting our profession, IACP membership offers many opportunities for professional growth and learning.

The IACP serves the leaders of today through advocacy, training, research, and professional services. The IACP addresses the most pressing issues facing leaders today. From new technologies to emerging threats and trends, the IACP provides comprehensive and responsive service to its members throughout the world.

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The IACP membership encompasses a diverse and exceptionally professional group from all aspects of the law enforcement profession. All of our efforts, training, research, sample policies, smart policing strategies, best practices, and advocacy are directed at making our members successful and enhancing the role of the law enforcement professional worldwide.

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2014 President's Membership Drive Rules and Information:

1. The new members you sponsor must use the 2014 President's Membership Drive application to qualify for prizes. Photocopies are acceptable.
2. Applications must be received at IACP Headquarters by the *close of business July 31, 2014*.
3. Renewing members do not qualify for this drive.
4. Prizes are non-transferable.
5. Winners of a free IACP Model Policy CD-ROM will be able to make their choice at the conclusion of the drive.
6. The 121th Annual IACP Conference will be held in Orlando, Florida, USA, October 25–28, 2014.
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8. The first 200 members to sponsor a new member in the drive will receive the Official IACP gift. The item sent will be at the discretion of the IACP.



"What makes the IACP one of the world's premier law enforcement organizations is the collective wisdom, experience, and expertise of our over 20,000 members. It is your voice and input that enables us to address cutting edge issues confronting law enforcement through advocacy, programs and research, as well as training and other professional services. You are the leaders who will shape the law enforcement profession and the IACP for years to come. That is why I believe that in order for the IACP to continue its record of accomplishment, it is imperative that we also continue to grow our membership."

President Yousry "Yost" Zakhary



IACP President's Membership Drive Application

International Association of Chiefs of Police
P.O. Box 62564
Baltimore, MD 21264-2564, USA
Phone: 1-800-THE IACP; 703-836-6767; Fax: 703-836-4543

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I am applying for the following category of membership: Active Associate

Name: _____ (Please Print)

Title/Rank: _____

Agency/Business Affiliation: _____

Business Address: _____

City, State, Zip, Country: _____

Residence Address: _____

City, State, Zip, Country: _____

Business Phone: _____ Fax: _____

E-mail: _____

Web Site: _____

Signature: _____ Date of Birth: (MM/DD/Year) ____/____/____

Send mail to my Business Residence Address | I am a sworn officer. Yes No

Number of sworn officers in your agency (if applicable) a. 1 - 5 b. 6 - 15 c. 16 - 25

d. 26 - 49 e. 50 - 99 f. 100 - 249 g. 250 - 499 h. 500 - 999 i. 1000+

Approximate pop. served (if applicable) a. under 2,500 b. 2,500 - 9,999 c. 10,000 - 49,999

d. 50,000 - 99,999 e. 100,000 - 249,999 f. 250,000 - 499,999 g. 500,000 +

Education (Highest Degree): _____

Date elected or appointed to present position: _____

Law enforcement experience (with approx. dates): _____

Have you previously been a member of IACP? Yes No

EACH APPLICANT MUST BE SPONSORED BY AN ACTIVE MEMBER OF IACP IN HIS/HER RESPECTIVE STATE/PROVINCE/COUNTRY.

Sponsor Name: _____ Membership number: _____

Membership Dues – \$120 (U.S. dollars only – includes subscription to Police Chief magazine valued at \$25.)

I have enclosed: Purchase order Personal check/money order Agency check

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All memberships expire December 31 of each calendar year.
Applications received after October 1 will be credited to the following year.

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Membership Requirements

Active Membership

Commissioners, superintendents, sheriffs, chiefs and directors of national, state, provincial, county, municipal police departments.

Assistant chiefs of police, deputy chiefs of police, executive heads and division, district or bureau commanding officers. Generally the rank of lieutenant and above is classed as active membership.

Police chiefs of private colleges and universities who are qualified as law enforcement officers within their respective states/provinces.

Officers who command a division, district or bureau within the department. Command must be specified on the application.

Chief executive officers of railroad police systems and railway express company police systems.

Associate Membership

Police officers employed by police agencies below the rank of lieutenant.

Superintendents and other executive officers of prisons.

Chief executives, departmental officers and technical assistants of city, county, state, provincial and national agencies with administrative or technical responsibility for police-related activities.

Prosecuting attorneys, their deputies and deputy sheriffs.

Professors and technical staffs of colleges and universities engaged in teaching or research in criminal law, police administration and other phases of criminal justice.

Staffs of crime institutes, research bureaus, coordinating councils, law enforcement associations.

Chief executive officers of industrial or commercial security police agencies and private police or detective agencies.

Employees of companies providing services to law enforcement agencies.

Associate members enjoy the same privileges as active members except those of holding office and voting.

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The IACP notes the passing of the following association members with deepest regret and extends its sympathy to the families and coworkers left to carry on without them.

Jerry D. Putman, Chief of Police (ret.), Hemet, California; Monument, Colorado (life member)

James D. Tynan, Colonel (ret.), U.S. Army; Devon, Pennsylvania (life member)

Minocqua—Jaeger, David, Chief of Police, Minocqua Police Dept, PO Box 346 418 E Chicago Ave, 54548, (715) 356-3234, Fax: (715) 356-1482, Email: djaeger@minocquapd.com, Web: www.minocquapd.com

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Wyoming

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Capitol Police Section

Promotes exchange of information and develops standards for increasing the efficiency and capabilities of each law enforcement agency that provides service to our critical assets. Open to individuals who are now, or have been, engaged in or responsible for providing police services at a national or state/providence State House.

Defense Chiefs of Police Section

Promotes exchange of ideas and specific information and procedures for law enforcement organizations providing police and security services within military services and defense agencies. Open to individuals who are now or have been engaged in or responsible for providing law enforcement services within an IACP member nation's military services or defense establishment.

Drug Recognition Expert Section

Provides a unique opportunity for those professionals already associated with drug recognition to share common management, training, administrative and practicing concerns.

Indian Country Law Enforcement Section

Promotes the professional status of those engaged in providing police services to Indian Country.

International Managers of Police Academy and College Training Section

Facilitates the exchange of ideas, procedures, and specific information for the professional leadership and management of education and training within police agencies, as well as enhancing the quality of law enforcement and policing at the international level through education and training.

Law Enforcement Information Management Section

Facilitates the exchange of information among those individuals responsible for computers, records, communications or other support-service-related functions.

Legal Officers Section

Assists in the establishment of professional standards, assistance and cooperation among attorneys who provide legal advice or representation to law enforcement administrators.

Mid-Size Agencies Section

Dedicated to providing a voice within the IACP for chiefs of jurisdictions with a population between 50,000 and 500,000, as well as a forum for these leaders to share the unique challenges and opportunities in policing that emerge from departments of this size. The section is further committed to embracing and leveraging the special capacity and flexibility of these agencies to innovate and drive progressive change within our profession with the goal of better policing our communities.

Police Foundations Section

Promotes networking and the exchange of ideas and best practices among police executives and police foundation professionals.

Police Physicians Section

Facilitates the exchange of information among police medical practitioners, promotes effective police medical practices, and acts as a resource of professional expertise to the association.

Police Psychological Services Section

Develops professional standards, facilitates the exchange of information among police psychological service providers, and acts as a resource of professional expertise to the association.

Public Information Officers Section

Promotes the exchange of information and training among officers who are responsible for planning and implementing effective public information programs.

Public Transit Police Section

Promotes meaningful relationships between police executives and cooperative efforts in the implementation of effective police matters and the achievement of an accepted professional status of the police service. Included in this section are gaming enforcement, public transportation, housing authority, airport police, seaport police and natural resources.

Railroad Police Section

Explores ways to improve the services of those responsible for ensuring the safety and security of people and goods traveling by rail.

Retired Chiefs of Police Section

Open to IACP members who at the time of their retirement were active members as prescribed in Article II, Section 2 of the IACP Constitution. For the purpose of this section, retirement shall be defined as the voluntary and honorable separation from a position in active and regular police duties because of age, physical disability, or retirement on pension from the agency of employment.

Smaller Department Section

Serves as the collective voice of law enforcement agencies with fewer than 50 officers or serves populations under 50,000. The Section addresses the unique needs of these agencies, provides a forum for the exchange of information, and advocates on behalf of these agencies with policy makers. Section Members are also granted affiliate membership in the IACP's Division of State Associations of Chiefs of Police.

State and Provincial Police Academy Directors Section

Membership is open to individuals currently serving as directors of state and provincial law enforcement training facilities. The section meets annually to exchange information and disseminate proven ideas, plans, and methodologies among members and other organizations interested in enhancing law enforcement training.

State and Provincial Police Planning Officers Section

Open to sworn and civilian members of planning and research units of state and provincial law enforcement agencies, this section meets in the summer of each year to share information concerning trends and practices in law enforcement. The section maintains a database of current projects in progress, as well as a compendium of information on the status of state and provincial law enforcement agencies.

State and Provincial Police Alumni Section

Open to any member or previous member of the IACP who is, or was, affiliated with an agency belonging to the State and Provincial Police Division and who was of command (lieutenant or above) rank at the time of retirement.

University/College Police Section

Provides coordinated assistance in implementing effective university policing practices and achieving an accepted professional status.

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Productupdate

The **Police Chief** keeps you on the cutting edge of law enforcement technology with monthly product announcements. For **free**, in-depth information, visit us online at <http://www.policechiefmagazine.org>. Items about new or improved products are based on news releases supplied by manufacturers and distributors; IACP endorsement is in no way implied.

Cloud-based crime analysis solution

Sharing and analyzing crime data in neighboring jurisdictions has long been a desire of law enforcement agencies. Historically, however, it has been only in the hands of a few organizations with big budgets to create large, expensive data sharing initiatives. PublicEngines seeks to change that by making the sharing of crime data available to every agency. A new capability in its industry-leading CommandCentral Analytics service allows nearby agencies to share data with each other. With it, agencies can visualize crime details, trends, and issues across neighboring, participating agencies. Because CommandCentral is a cloud-based application, its new Interjurisdictional Data Sharing module takes advantage of secure cloud-based data storage to easily aggregate the data from subscribing agencies so they can gain new insights not previously available. Once set up, the application automatically pulls the data daily from each agency's RMS and CAD systems, cleans data errors, and publishes it for each agency to review. Current data visualizations and analyses are automatically updated with new data.

For more information, visit www.publicengines.com/solutions/ijds.php.



Wandering prevention and emergency alert system

Project Lifesaver recently introduced the PAL (Protect And Locate) system. PAL is a new system for protecting and, if necessary, locating at-risk individuals. The PAL system enables customized protection solutions that best meet the specific needs of at-risk individuals and their caregivers. PAL helps agencies save money in terms of man hours and capital expenses. With PAL, agencies will not have to change bands and batteries, and caregivers will be able to help manage and monitor their loved ones' wandering episodes. Agencies can also use it in community relations efforts. Have a hands-on PAL learning experience at the 2014 Project Lifesaver Annual Conference on August 11-14, 2014, in Orlando, Florida.

For more information, visit www.projectlifesaver.org/Pal-info.

Inflatable tower light

ProPac offers inflatable tower lights, ideal for emergency response, search and rescue, DUI checkpoints, and crime scenes. The lightweight towers are designed for one person to easily carry and set up in two minutes. They are powerful, delivering up to 110,000 lumens. The new LED model uses less power and runs cooler. They are available in four sizes, ranging from 7.5 to 14 feet in height. Manufactured in the United States by the same skilled craftspeople that build airships and balloons for the U.S. military, the lights' features include a quiet internal fan that inflates the tower in 20 seconds, and metal halide lamps with high-quality digital ballasts to reduce heat and weight. The lights use an inverter to power from a vehicle.

For more information, visit www.propacusa.com.

Labeling solution

The K-Sun PEARLabel 400iXL General Labeling Solution pairs the new PEARLabel 400iXL Energy-Star certified, wide-format thermal transfer printer with powerful K-Sun MaxiLabel Pro Ver 5.0 General Labeling Software for wire, cable and electrical identification. It is designed for electrical, IT, datacom, wire or cable, and facility professionals who need to make custom and compliant communication in-house and on demand. It can print on one-inch and two-inch heat shrink tube; one-, two-, and four-inch wide all-weather labels; and markers up to 90 inches long, plus die-cut label supplies. The software makes labels fast and easy, including bar codes/DM/QR, GHS symbols, alphanumeric and bar code sequencing, and more than 1,000 symbols. Features include a drop-down font view menu, date and time stamp, auto reverse type and toolbar shortcuts for patch panel, heat shrink tube, and equipment and asset management. A borderless printing feature allows the creation of tiled signs, tags, and labels up to 16 inches high. A print-paste and multiply function makes larger labels in sections or in different colors. The ribbon-repeat function can automatically repeat symbols and words for barricade-style tape.

For more information, visit www.ksun.com

Cloud-based software

Electronic data are extremely useful in solving and preventing crime, yet getting answers from policing data is often time-consuming and inefficient. To help solve this problem, Numerica created Lumen, a high-performance, easy-to-use tool that brings together millions of records, including imagery and unstructured text, from multiple data sources in one unified portal. This collected data can be used to power investigations, identify crime patterns, and support staffing decisions. Lumen is used by command staff, investigators, patrol officers, analysts, and others to quickly find actionable information where and when they need it. Police leaders looking to make better use of current resources have begun to integrate Lumen across departments.

For more information, visit <http://trylumen.com>.



Conditional sensor messaging

It is now possible to capture and display external device sensor or network data into messages on All Traffic Solutions' variable message signs. In addition to the vehicle speed data from a built-in sensor, the information can now include digital inputs, analog inputs, or serial strings. The data can be incorporated in any position within a message on the variable message sign, and a rules engine can display a specific message based upon the input value. There can be up to five different messages based upon sensor data values. The user simply sets up threshold value ranges that determine the message to display. This capability is available on All Traffic Solutions' updated SmartApps released in spring 2014.

For more information, visit www.alltrafficsolutions.com.

Handheld siren

Carson Sirens introduces the SC-411 Elite Force handheld controller, featuring QuickClone duplication technology, which makes the programmed settings transferable from one unit to another without the need of a computer, making this ideal for fleet installations. New blue LED backlighting, along with a custom cradle for mounting, is included. Select between the handheld dual-tone model, requiring two speakers or the 100/200-watt single-tone handheld controller. The rugged, splash-resistant face protects internal circuitry from liquids. The SC-411 series has incorporated all emergency lighting and arrow stick control, including gun lock timer as well as video camera system control. Three primary control buttons act as a slide switch with the same functionality.

For more information, visit www.carsonsirens.com.

Token-less authentication solution

SyferLock Technology Corporation announces that the latest release of its GridGuard two-factor and multi-factor authentication solutions now offers the ability for users to securely reset their passwords on a self-service basis. This innovation will help to further minimize help desk calls, resulting in even lower Total Cost of Ownership (TCO) for SyferLock's token-less authentication solutions. These solutions deliver two-factor and multi-factor authentication utilizing patented software-based grids to convert static passwords or PINs into secure, one-time passwords or PINs (OTPs).

For more information, visit www.syferlock.com.

Console interface

Catalyst Communications Technologies announces a console subsystem open digital mobile radio (DMR) interface using the application interface specification (AIS) developed by members of the DMR Association for Tier III trunked radio systems. The AIS solution offers high-level functionality and enhanced features to DMR users of various manufacturers' radio systems that comply with the standard. The IP|AIS Gateway software solution supports digital audio and user control to the Tier III DMR radio system through a single Ethernet interface. Sophisticated dispatch user control and communication is realized through an intuitive Windows-based graphical user interface.

For more information, visit www.catcomtec.com.

Scheduling and workforce management systems branding consolidation

Aladtec, Inc., the company behind the popular online employee scheduling and workforce management systems, EMS Manager, FIRE Manager, and Zanager, is rebranding and consolidating these products to simply Aladtec. In addition to a different product logo, users will also notice a new, more modern interface on both the Aladtec desktop application and the mobile version. The change allows the company to operate more efficiently by focusing efforts on one brand instead of three. The company also launched a newly redesigned website consistent with the rebranding. The previous individual product websites, emsmanager.net, firemanager.net, and zanager.com now redirect to www.aladtec.com where visitors can try a free demo and explore the benefits of the Aladtec system. ♦

For more information, visit www.aladtec.com.

38th Annual LEIM Training Conference and Exposition: Cutting-Edge Tools, Technology Issues, and Adaptability for Law Enforcement

By Michael Fergus, IACP Technology Center

"The concept of adaptability and change, I think, is becoming more and more important for organizations, whether public or private, because the pace of change is accelerating. And that's not just some sort of casual observation—it's a mathematical certainty."

The above comment from TASER International co-founder Rick Smith set the tone for the IT Summit preceding the 38th Annual IACP Law Enforcement Information Management (LEIM) Conference and Technology Exposition. Since 2012, the LEIM Section has hosted a daylong IT Summit to discuss the important technology issues facing law enforcement agencies. During his keynote speech, Smith challenged the audience to look to the future and anticipate the technology available to officers in the field and the infrastructure required to store, manage, and utilize the ever-increasing volume of data that the technology will generate.

The LEIM Section of IACP comprises over 700 chiefs and information technology professionals from agencies of all sizes, jurisdictions, and geographies. Every state in the United States is represented, as are five Canadian provinces and eight other nations. Since 1977, the IACP LEIM Section has sponsored a conference and technology exposition, and the

2014 event took place at the Westin Peachtree Center and AmericasMart in Atlanta, Georgia. More than 500 law enforcement, industry, and IT professionals from the United States, Canada, and as far away as the Netherlands and Nigeria attended this year's event.

The summit continued with a series of panel discussions moderated by IACP Senior Program Manager David J. Roberts. Participants utilized audience response technology to engage in an active dialogue about the changing technology landscape and the emerging operational, policy, and privacy implications that accompany the technological advances.

Conference Plenary Sessions

The 2014 LEIM conference was opened by Lance Valcour, O.O.M., a former inspector with the Ottawa Police Service and chair of the LEIM Section Board of Officers, followed by the presentation of colors by the Atlanta Police Department color guard. Opening remarks were delivered by IACP President Yost Zakhary and Executive Director Vincent Talucci, and conference attendees were welcomed by Atlanta Police Chief George N. Turner.

Following the opening ceremony, LEIM board members Commander Scott Edson, Los Angeles, California, Sheriff's Department; Steve Williams, Major, Florida Highway Patrol; James Buckley Jr., Special Agent,



Panelists participate in a facilitated dialogue, *Exploring the Future of Law Enforcement Technology*, at the IT Summit. Left to right: Dave Roberts, IACP; Ben Gorban, IACP; Alecia Webb-Edgington, APPRISS; Steve Correll, Nlets; Pam Scanlon, ARJIS; and Steve Williams, Florida Department of Highway Safety and Motor Vehicles.



Rick Smith, co-founder and CEO of TASER International, delivers the keynote address, "Technology Acceleration," at the IT Summit on May 19, 2014.



Kshemendra Paul, program manager for the Information Sharing Environment (PM-ISE), addresses the Criminal Justice Information Sharing Committee.

U.S. Immigration and Customs Enforcement; Lieutenant Michael Macarilla, Director, Vermont Intelligence Center; and Major Christopher Wiles, Danville, Virginia, Police Department, joined Inspector Valcour in providing the results of the LEIM IT Summit. The panel then engaged in a facilitated dialogue with members of the audience that explored operational and technology priorities and challenges.

The conference program continued with a panel discussion focusing on the future of law enforcement communications. Panelists included IACP Communications and Technology Committee Chair Harlin McEwen; Deputy General Manager of the First Responder Network Authority (FirstNet), TJ Kennedy; and Deputy Chief Eddie Reyes of the Alexandria, Virginia, Police Department.

Workshops

The 2014 LEIM conference featured 30 concurrent workshops organized into three tracks: Executive, Operational and Analytical, and Technical. Workshop topics ranged from the use of cloud-based solutions for law enforcement and information sharing to 3D imaging of crime scenes and the integration of unmanned aircraft into public safety operations.

Technology Exposition

One of the most popular features of the LEIM conference is the Technology Exposition. This year attendees could explore products and services from 68 industry-leading solution providers. With the help of key industry partners, attendees were offered the opportunity to learn about the range of technologies and services that are available to help ensure successful law enforcement planning and implementation.

<http://www.policechiefmagazine.org>



Major George Ake, North Carolina Highway Patrol (ret.), gives a presentation on the NLETS Targeted Internet Photo Sharing (TIPS) program at the Communications and Technology Committee meeting.

Committee Meetings

Several IACP committees host their midyear meetings in association with the LEIM conference. The Computer Crime and Digital Evidence (CCDE) Committee, Communications and Technology Committee, Criminal Justice Information Systems (CJIS) Committee, and the Private Sector Liaison Committees all met to discuss the pressing issues facing law enforcement agencies. ❖

Mark your calendars for next year's LEIM Conference & Technology Exposition, which will be held May 19–21, 2015, in San Diego, California. Visit www.theiacp.org/LEIM-Conference to view past presentations or learn more about future LEIM conferences.

The Distracted Driving Problem: A Legislative Approach

By Earl M. Sweeney, Assistant Commissioner, New Hampshire Department of Safety, IACP Highway Safety Committee

It is not often that a law enforcement agency has the satisfying experience of drafting a controversial piece of highway safety legislation, seeing it unanimously pass and signed into law, and knowing that the legislation will begin saving lives as soon as it takes effect. Such is the case with House bill (HB) 1360, "An act relative to use of certain electronic devices while driving," which passed the New Hampshire legislature in May 2014.¹

The state of New Hampshire, along with many other states and countries, has been coping with the perils of distracted driving for several years now. The phenomenon is growing and threatens to eclipse drunk driving and drugged driving as the number one cause of highway fatalities.² There are many causes of distracted driving—billboards, conversations with passengers, and eating or applying makeup, to name a few. Regardless of the specific distraction, drivers' eyes are increasingly not on the road ahead, and their hands are occupied away from the steering wheel.

Many of these distractions cannot be "legislated away," and the only solution seems to be education. However, today's motorists are "wired" from the moment they enter their vehicles, and the use of handheld devices is one type of distraction that can, to some extent, be affected by legislation.

There are three principal forms of distraction: (1) *manual*, where the driver's hands are performing a task, such as fiddling with the controls of a device; (2) *visual*, where the driver's eyes are diverted from the road ahead; and (3) *cognitive*, where the driver's mind is wandering due to some task other than driving that he or she is performing while the vehicle is under way—all of which are involved in cellphone use.³ There has been a wealth of research on this issue, and text messaging has been determined to be a particular problem. It takes an average of five seconds to read or write a text message, during which a car going 55 miles per hour travels the length of a football field.⁴

Even a hands-free cellphone conversation causes cognitive distraction in a driver, to the extent that his or her reflexes are similar to those of someone impaired with a .08 blood alcohol content. In the most recent year for which statistics were available, 5,474 persons were killed and 448,000 injured in the United States due to distracted driving, without counting the many drivers who were distracted at the time of a crash, but did not admit it to the police. In 2009, 18 percent of fatal crashes and 25 percent of all crashes involved drivers who admitted distracted driving, and the figure rises each year.⁵

Drivers know the risks—90 percent of drivers surveyed by the American Automobile Association said they realize the dangers of text messaging while driving, but 35 percent still do text while driving; and 88 percent recognize the dangers of cellphone usage while driving, but two-thirds of drivers still make cellphone calls from behind the wheel.⁶

The odds are against distracted drivers. Someone punching numbers into a cellphone is 2.8 times more likely to be involved in a crash, and someone talking or listening to a cellphone while driving is 1.3 times more likely; someone reading materials (including text messages) while driving is 1.4 times more likely; and someone text messaging is an alarming 2.3 times more likely to be involved in a crash.⁷ It's obvious that whatever law enforcement can do to improve these odds will save lives, reduce personal injuries and property damage, and make better drivers.

New Hampshire has had a law banning text messaging while driving since 2010, which states "A person operating a moving motor vehicle and writes a text message or uses two hands to type on or operate an electronic or telecommunications device, is guilty of a violation. A person does not write a text message when he or she reads, selects, or enters a phone number or name in a wireless communications device for the purpose of making a phone call."⁸

When officers attempted to enforce this law, they soon found that even when a motorist was observed holding a cellphone with two hands, it could not be easily proven that he or she was writing a text message. Also, many savvy motorists simply held the phone in their laps and wrote or received text messages out of the view of police on patrol. They could also claim they

were not texting—but merely scrolling through their cellphone directories to make a call.

When the 2014 legislative session rolled around, the New Hampshire Department of Safety drafted a piece of legislation that would eliminate the use of handheld electronic devices while driving. The department realized that there would be a number of influential stakeholders interested in the bill, including cellphone companies, public safety agencies, businesses that used mobile radios, and the trucking industry, and it was going to be a challenge to get them all to the point where they would support the bill or, at least, not actively oppose it. It was also realized that police officers were some of the most prolific users of handheld cellphones, which was viewed by the public as a double standard. Therefore, it was determined that this legislation would not, unlike similar laws in the past, provide an exemption for law enforcement.

The department tasked State Police Lieutenant Matthew Shapiro, who had been successful in working with legislators in the past, with taking the lead on the bill. He scheduled personal meetings with dozens of state legislature members, as well as numerous stakeholders and lobbyists, and was tireless in brokering various compromises and placating the fears of potential opponents to the bill.

HB 1360 passed both legislative houses to be signed into law by Governor Margaret (Maggie) Hassan, and will take effect on July 1, 2015, which allows the Department of Safety time to develop and implement a public education program in collaboration with the Governor's Highway Safety Agency, the Department of Transportation, and other available public and private sector participants. The bill also calls for a targeted public information program to alert the driving public to the passage of this law.

The key elements of the bill include the following:

- A driver, even when halted in traffic or at a stop, is prohibited from illegally using any handheld mobile device that can provide voice or data communications—illegal uses include electronic messaging (text or email), making or receiving calls, accessing the Internet, typing data, or inputting information into a navigation device.
- A person is exempt if he or she has pulled the vehicle off to the side of the road in a

legal area, and the vehicle remains stopped.

- Drivers are permitted to use a cellphone or other device to report an emergency to the enhanced 9-1-1 system or directly to a law enforcement agency, fire department, or emergency medical provider.
- Drivers are permitted to use only one hand to transmit or receive messages on any non-cellular two-way radio.
- The use of Bluetooth or other hands-free electronic devices to send or receive information is permitted, provided the driver does not have to divert his or her attention away from the road ahead.
- Any person under 18 is prohibited from using a cellphone or other mobile device, even a hands-free one, while driving or stopped in traffic except to report an emergency to 9-1-1 or a public safety agency—violations will result in suspension or revocation of the driver's license.
- Adult violators of this law will be subject to fines: \$100 for a first offense, \$250 for a second offense, and \$500 for any subsequent offense within a 24-month period.⁹

Just before the law passed, the New Hampshire Department of Safety issued a policy affecting the personnel in six of the department's seven divisions, prohibiting officers from using a handheld electronic communication device while driving a state-owned or state-leased

vehicle or a privately owned vehicle while being operated on state business.¹⁰ At the same time the New Hampshire Division of State Police, after consulting with the leadership of the Troopers' Union, issued a General Order applying the same restrictions to state troopers.

The choices were stark. Either law enforcement addresses this safety hazard now while the chance exists, or it is only a matter of time before some tragedy occurs that leads to a huge outcry and clamor for stricter legislation that is too broad and sweeping. New Hampshire chose the first path. ❖

Notes:

¹An Act Relative to Use of Certain Electronic Devices While Driving, HB 1360, New Hampshire State Legislature, 2014, <http://www.gencourt.state.nh.us/legislation/2014/HB1360.html> (accessed May 29, 2014).

²Suzanne P. McEvoy, et al. "Role of Mobile Phones in Motor Vehicle Crashes Resulting in Hospital Attendance: A Case-Crossover Study," *British Medical Journal* 331 (2005): 428.

³"Distracted Driving," Injury Prevention & Control: Motor Vehicle Safety, Centers for Disease Control and Prevention, http://www.cdc.gov/motorvehiclesafety/distracted_driving (accessed May 29, 2014).

⁴"Texting," Get The Facts, FocusDriven: Advocates for Cell-Free Driving, www.focusdriven.org/texting (accessed May 29, 2014).

⁵U.S. Department of Transportation, National Highway Traffic Safety Administration, Distracted Driving 2009, Traffic Safety Facts: Research Note, September 2010, <http://www.distracted.gov/research/PDF-Files/Distracted-Driving-2009.pdf> (accessed May 29, 2014).

⁶"Teens Report Texting or Using Phone While Driving Significantly Less Often than Adults," AAA Newsroom, December 11, 2013, www.newsroom.aaa.com/tag/texting-while-driving (accessed May 29, 2014).

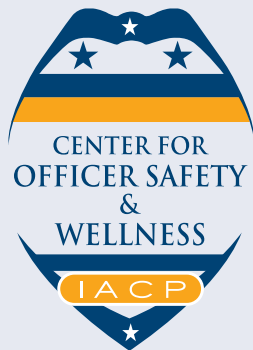
⁷"The Facts—Texting and Driving, Deadly," No Phone Zone, http://www.thenophonezone.org/the_facts.php (accessed May 29, 2014).

⁸NH Rev. Stat. Ann. (RSA) § 265.105-a.

⁹NH RSA 265.79-c; HB 1360.

¹⁰New Hampshire Department of Safety, Policy and Procedure 3-14, issued March 14, 2014.

For more information on the U.S. distracted driving prevention effort, resources, information on state laws, and tips on how to get involved, visit www.distracted.gov.



Line of Duty Deaths

"They will be remembered—not for the way they died, but for how they lived."

The IACP wishes to acknowledge the following officers, who made the ultimate sacrifice for their communities and the people they served. We extend our prayers and deepest sympathies to their families, friends and colleagues.

Master Sergeant John T. Collum
Mississippi Department of Wildlife,
Fisheries and Parks
Length of Service: 15 years (with agency)
Date of Death: May 9, 2014

Police Officer Michael A. Petrina
Metropolitan Nashville, Tennessee, Police
Department
Date of Death: May 10, 2014

Detective Charles Dinwiddie
Killeen, Texas, Police Department
Length of Service: 18 years (with agency)
Date of Death: May 11, 2014

Patrol Officer Stephen J. Arkell
Brentwood, New Hampshire, Police
Department
Length of Service: 12 years (with agency)
Date of Death: May 12, 2014

Correctional Officer Chad Charles
Michigan Department of Corrections
Length of Service: 9 years (with agency)
Date of Death: May 21, 2014

Deputy Sheriff Steven LaCruz Thomas
Franklin County, Georgia, Sheriff's Office
Date of Death: May 21, 2014

Officer Jair Cabrera
Salt River, Arizona, Tribal Police Department
Length of Service: 7 years (with agency)
Date of Death: May 24, 2014

Border Patrol Agent Alexander Giannini
U.S. Customs and Border Protection
Length of Service: 5 years (with agency)
Date of Death: May 28, 2014

Special Deputy Marshal Frank McKnight
U.S. Marshals Service
Length of Service: 38 years
Date of Death: May 29, 2014

Trooper Christopher G. Skinner
New York State Police
Length of Service: 13 years (with agency)
Date of Death: May 29, 2014

Sergeant Paul Buckles
Potter County, Texas, Sheriff's Office
Length of Service: 26 years (with agency)
Date of Death: May 30, 2014

Patrol Officer Brian W. Jones
Norfolk, Virginia, Police Department
Length of Service: 5 years (with agency)
Date of Death: May 30, 2014

Police Officer Kevin Dorian Jordan
Griffin, Georgia, Police Department
Length of Service: 4 years (with agency)
Date of Death: May 31, 2014

Sergeant Daryl Giles
Philadelphia, Pennsylvania, School
Police Department
Length of Service: 19 years (with agency)
Date of Death: June 2, 2014

Police Officer Alyn Beck
Las Vegas, Nevada, Metropolitan
Police Department
Length of Service: 13 years, 10 months
(with agency)
Date of Death: June 8, 2014

Police Officer Igor Soldo
Las Vegas, Nevada, Metropolitan
Police Department
Length of Service: 8 years, 2 months
(with agency)
Date of Death: June 8, 2014

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