Freedom of Information Request: Five Year Trend Report

The Transit Police support and encourage open and transparent communications with the public. Therefore, in response to a recent Freedom of Information request the Transit Police have produced the following five year trend report.

The report reviews the operational mandate that focuses upon the protection of people, property and revenue, the value of community partnerships and statistical crime analysis for the Transit Police encompassing years 2008 – 2012.

This report also complements recent reviews conducted by external agencies and their findings that the Transit Police is thriving and effective in achieving its goal of reducing crime and improving safety for people using Metro Vancouver's transit system.

Highlights include, but are not limited to:

- Public Perception of Safety has increased to an all-time high
- 18,255 files opened in 2012
- Clearance Rates are above average
- Cost of policing per Transit Passenger Boarding has remained unchanged since 2008

Transit Police is committed to maintaining order, promoting safety and reducing crime on the transit system in Metro Vancouver.

Executive Summary

Transit Police Report – Five Year Trend 2008-2012 (1 March 2013)

The research and analysis completed for this report highlights a number of facts that have been raised in various recent external audits and reviews of Transit Police. Transit Police is unique amongst police agencies in the Lower Mainland in terms of its mandate, funding, and governance structure. This report seeks to provide a method for comparison and analysis of Transit Police and how it fits in the broader canvass of police communities in the Lower Mainland.

Some of the key findings include:

Perceptions of Safety and Security. Survey results show that transit users rating of feeling safe from crime as being "good to excellent" on all modes of the Transit System has improved on average from 64% in 2009 to 74% in 2012. Refer to Page 5 for more information.

Costs Per Member. The report identifies, costs per member, salary and overtime as compared to other police departments. In all aspects of this analysis, Transit Police were below or in line with the average costs when compared to other police agencies in the Lower Mainland. Refer to Page 12 for more information.

Crime Rates. In general, crime rates on the transit system have dropped and in particular, crimes against the person dropped 8.75% in 2012 when measured against the five year average. Refer to Page 10 for more information.

Case Load and Clearance Rates. Transit Police Members carry fewer cases per member than the Provincial average, but are able to 'clear' 69.3% of these files in 2011 compared to the Provincial average of 30.1%. Refer to Page 11 for more information.

Special Events. As part of a regional effort, Transit Police deployed resources to support in excess of 126 large events in 2012, ranging from Stadium events drawing 9000 to 50,000 people through to parades and open events attracting in excess of 300,000 people. This supports all jurisdictional police departments in the region. Refer to Page 7 for more information.

Warrant Arrests. In 2012, Transit Police executed 722 warrants while the average for all other jurisdictional police was 246. During the normal course of their duties, Transit Police Members arrested 1556 criminals wanted on outstanding warrants or breaches to court imposed conditions. Removing these criminals from the transit system and the local communities represents a significant impact on crime reduction in the Lower Mainland. Refer to Page 6 for more information.

The Travelling Public. Transit Police faces an ever growing 'population' in the transit system. There has been a 20% increase in boarded passengers since 2008 with no corresponding increase in Transit Police numbers. Refer to Page 5 for more information.

The results of this report clearly indicate that Transit Police is important, efficient and value added component of the policing fabric of the Lower Mainland.

FIVE YEAR TREND

2008 – 2012

MARCH 01, 2013

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This report provides a snap shot of the service provided by the Transit Police during the period 2008 to 2012.

Mandate

In response to an official TransLink application for a full Police Service in support of the Transit System, and with the unanimous support of the BC Association of Chiefs of Police, the Transit Police was created.[1] The mandate assigned to the Transit Police was and is:

"preserve and maintain the public peace, prevent crime and offences against the law, aid in the administration of justice and enforce the laws in force in British Columbia, and is:

a.   *primarily directed towards any criminal activity or breach of public peace that could affect the safety or security of transit passengers, transit employees, or transit property; and*

b.   *includes conducting investigation and enforcement operations with respect to any unlawful activity on or around transit vehicles and other transit property."*

The Transit Police operating area includes the South Coast British Columbia Transportation Service Region which encompasses 21 jurisdictions of the Lower Mainland. Considered a 'supplemental' Police Service, the Transit Police works in close cooperation with all of the Jurisdictional Police Departments (JPD) in the Lower Mainland of BC (RCMP and Municipal).

The Chief Officer's Operational Direction for the Transit Police, delivered through the philosophy of community policing, is referred to as the "3-Ps":

- The Protection of People
- The Protection of Property and
- The Protection of Revenue

The Transit Police prioritizes efforts towards protecting people and property with particular attention to four vulnerable groups: Women, Elderly, Youth and People with Disability.

One aspect of Transit Police that differentiates it from other JPD is the third component of their mandate; the protection of revenue. The protection of revenue includes both internal and external investigations, operations and projects into fraud and illegal sale of transit fare media. This work is in addition to fare inspection and fare compliance initiatives.

It is often difficult to directly compare the work of the Transit Police to other Regional JPD using standard measures as many aspects of the Transit Police 'community' and 'jurisdiction' do not match those of their Law Enforcement partners. Caution should be used when attempting to make direct comparisons.

Community Policing and the Transit Police

One of the coincidental advantages to being a supplemental police service is that the ratio of pro-active policing time to reactive policing time is the inverse to that available to partner JPD. This pro-active policing time is what allows Transit Police to aggressively search out crime and disorder on the Transit System.

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[1] The initial title was the 'Greater Vancouver Transportation Authority (GVTA) Police' which was later changed to the current official name: South Coast British Columbia Transit Authority Police Service (SCBCTAPS).

The Community Policing model deployed by the Transit Police embraces a comprehensive perspective where emphasis is given to achieving more than just crime control. Non-traditional policing issues such as fear of crime, quality of life, disorder and improved customer service are an important part of the service delivery model.

The Transit Police service delivery model includes aspects of conventional law enforcement, as well as prevention, problem-solving, engagement, and partnerships with the community and JPD. Transit Police broaden the nature and number of pro-active police functions compared with traditional policing.

The Community Policing model employed by the Transit Police shifts the focus of policing from traditional policing by placing equal emphasis on crime control, order maintenance, and service. Applying Peel's Principles: the test of efficiency and effectiveness of the Transit Police community police model *is the absence of crime and disorder, and not the visible evidence of police action in dealing with them.*

The 'People'

Transit Police primarily serves the travelling public utilizing the various modes of transportation offered by TransLink. This transient 'population' creates a unique policing challenge and lends itself to the 'Beat Policing' and pro-active crime prevention tactics of Transit Police. In 2012, TransLink recorded more than 360 million boarded passengers. This represents a 59 million (or nearly 20%) passenger increase from 2008.[2] By comparison, census statistics indicate that between 2006 and 2011, the population of BC increased by 7%, second only to Alberta in Canada[3], but still considerably lower than that faced by Transit Police.

TRANSIT BOARDED PASSENGERS (millions)

2008	2009	2010	2011	2012
302.4	313.2	347.1	354.6	361.6
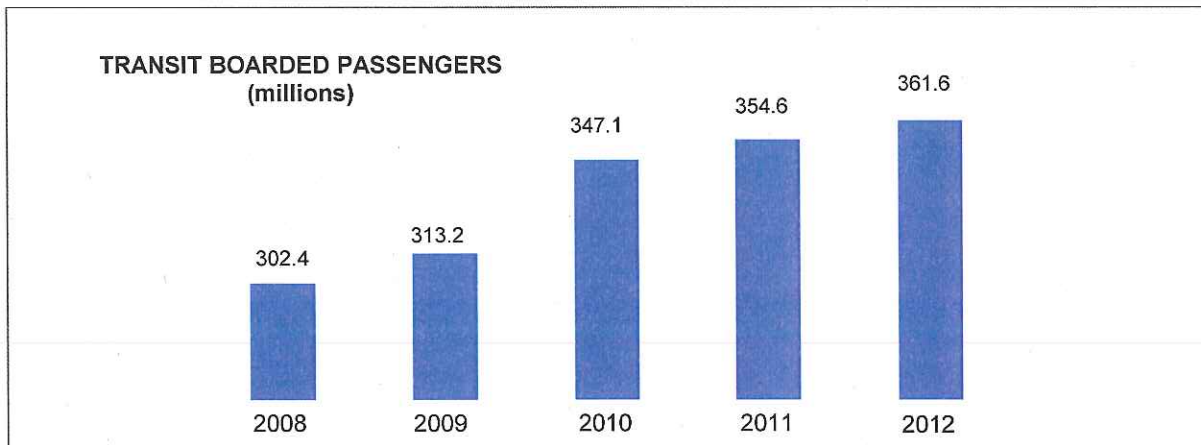
Figure 1 - Transit Boarded Passengers 2008 - 2012

Perceptions of Safety – Citizen Satisfaction

In the fourth quarter of 2012, the ridership perception of 'Feeling Safe from Crime On Board' the Train system (Canada Line, Millennium and Expo Lines) improved from 69% for the same time in 2011 to 80%[4] in 2012, nearly a 16% improvement.

At the "Line-level", ratings for both Canada Line and BCRTC have improved since Quarter 4 2011, moving from 78% to 88% for Canada Line and 64% and 75% for BCRTC (Millennium and Expo Lines).[5]

Q13.2 Thinking about the last/2nd last trip you made by SkyTrain, how would you rate the SkyTrain in terms of feeling safe from crime on board SkyTrain?
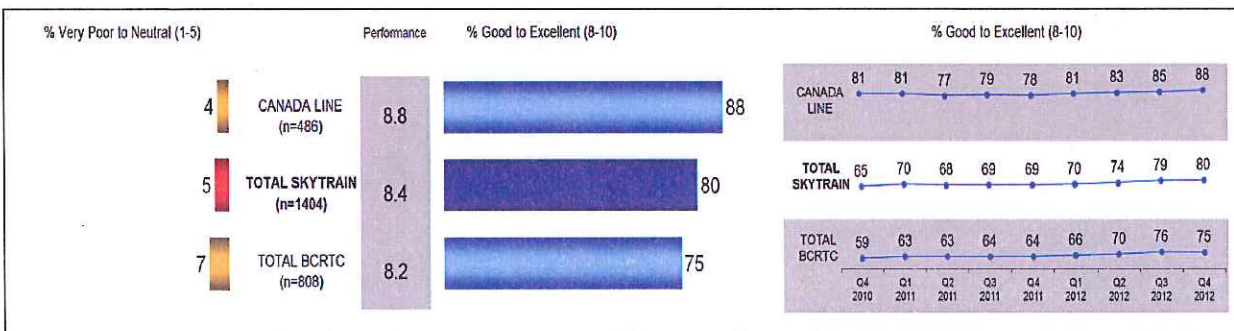
Figure 2 - Excerpt from TransLink Customer Service Survey Q4 2012

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[2] Source: Trans Link 14 Feb 2013
[3] Source: 2011 Census of Canada, BC Stats.
[4] The percentage of people surveyed that assigned a rating of 8, 9 or 10 out of ten (rating of 'Good to Excellent') for this category.
[5] Source: TransLink Customer Service Performance – Quarter 4 2012: Bus, Seabus, SkyTrain

Indications from TransLink sponsored surveys, indicate that the public perception of safety and security on all modes of transit and at the load and off-load points for all transit[6] has consistently improved since 2008[7]. Based on the average for 2009[8] and 2012, there has been a 10 point increase from approximately 64% to 74%[9]. The role of the Transit Police is significantly influential in these results. The following table illustrates the results of the TransLink surveys from 2008 to 2012[10].
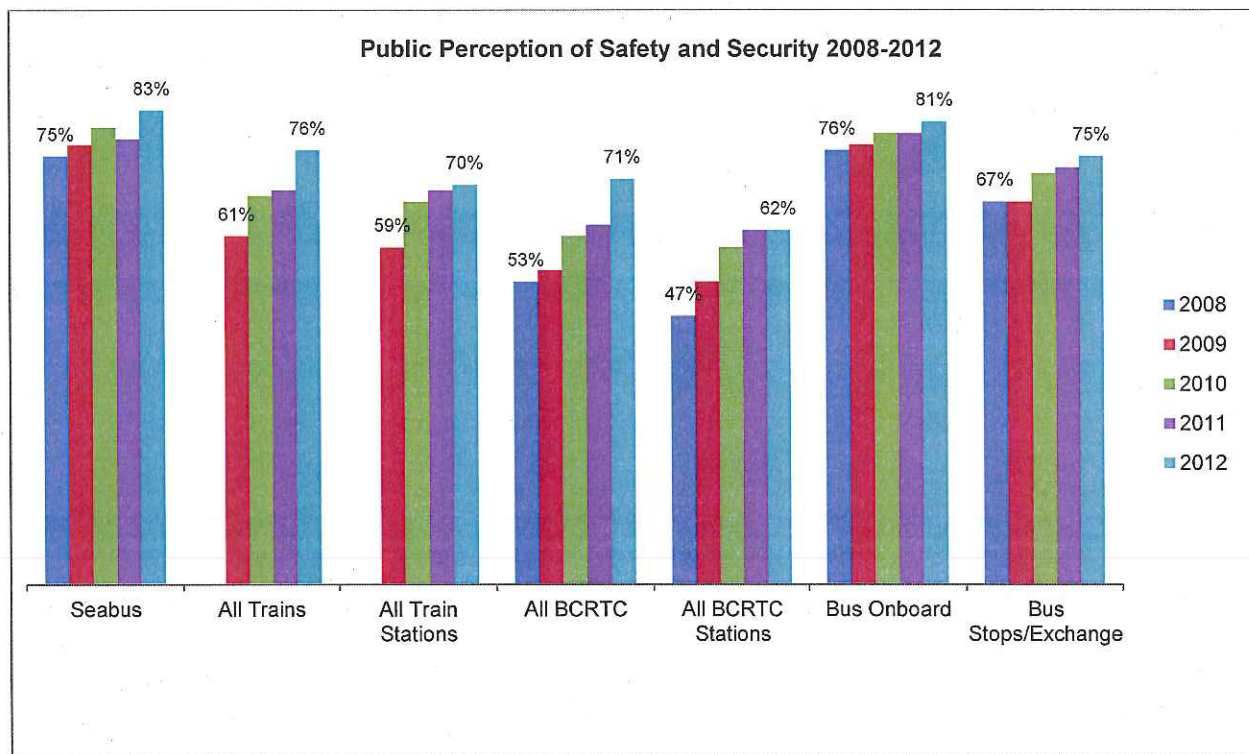
Figure 3 - Public Perception of Safety and Security 2008-2012

Execution of Warrants

As a result of the Transit Policing environment and the policing tactics employed within this environment, Transit Police is very effective at identifying persons with outstanding warrants and the execution of these warrants.

In 2011, Transit Police executed more than 722 warrants in the conduct of their duties. By comparison, comparable sized police services in the Lower Mainland executed an average of 246 warrants. If arrests related to 'Breaches' of court imposed conditions are also included, this figure increases to 1556 arrests.

Based on a sampling of the warrant arrests conducted by Transit Police in 2011, the University of the Fraser Valley conducted some analysis and research under Darryl Plecas.[11] Plecas and his team determined within the sample arrests, fully 72% were as a direct result of fare checks conducted across the transit system. The analysis indicated that the vast majority of the warrants were associated to jurisdictions in the Lower Mainland[12] and that the arrests were equally distributed throughout the system.

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[6] The 'All Trains' category includes all users of the service, whereas 'BCRTC' ratings only include those of riders who board and disembark at Expo or Millennium Line stations. This is so that ratings can be consistently tracked pre and post the introduction of the Canada Line. So, riders whose trip combines the use of Canada Line and Expo or M-Line stations are included in the total SkyTrain ratings but excluded from both Canada Line and BCRTC ratings.
[7] Statistics are not available for 'All Trains' and 'All Train Stations' in 2008.
[8] This is the first year where statistics include the Canada Line.
[9] % who gave ratings of 8, 9, 10 out of 10
[10] Source: TransLink's Customer Service Performance Survey for Bus, SeaBus and SkyTrain
[11] University of the Fraser Valley: Research Note Series: Characteristics of Offenders Arrested on Outstanding Warrants by BC Transit Police. Darryl Plecas, Irwin M. Cohen, Tara Haarhoof, Joni Rolleman and Karisa Teindl.
[12] In the report, Plecas indicated that only 1% of the warrants were from a jurisdiction outside of BC.

Plecas and his team concluded that as a result of the significant number of warrant arrests conducted by Transit Police members, "BC Transit Police officers are contributing to the broader goals of reducing crime and increase public safety by successfully identifying and arresting serious and prolific offenders."

The Plecas report indicates that a large number of those arrested by Transit Police on outstanding warrants were highly recidivist, chronic offenders who were up until their arrest at large in the region and likely continuing to commit crime. Clearly, once identified by the warrant, the sooner these criminals are removed from the population, the less opportunity they have to re-offend.

Special Events

After the Stanley Cup riot occurred in 2011, two specific independent reviews were completed that spoke to the pivotal role the Transit Police play in the successful policing of events in the Metro Vancouver area, given the large number of people who use public transportation to attend these events. Transit Police conduct an important coordination function in the proactive policing initiatives that mitigate the level of intoxication and public disorder through various regional interdiction strategies facilitating peaceful public celebrations across the region. Both reports highlighted the importance of the Transit Police actively participating in the planning of special events as a regional police partner to all jurisdictions.

Transit Police deployed resources to support in excess of 126 large events in 2012, ranging from Stadium events drawing 9000 to 50,000 people through to parades and open events attracting in excess of 300,000 people. The resources of the Transit Police are required to support the massive influx of passengers relying on public transportation to these events and to maintain a safe and orderly environment for passengers and staff.

As a regional Police Service, Transit Police is developing an evolving Regional Special Events Calendar that serves as a situational awareness tool ensuring that Transit Police has the ability to forecast operations and resources to support special events. This calendar is developed in cooperation with regional law enforcement partners.

Canadian Border Services Agency Cooperation

The Pacific Region Enforcement and Intelligence Division of the Canada Border Services Agency (CBSA), indicates that Transit Police represented a significant proportion of the Police Agency referrals to the CBSA Offices. In fact, on average, each police agency in the Lower Mainland made 24 referrals or queries to CBSA while Transit Police made 117 during the sample period.[13]

This result can be attributed to the same factors influencing the Transit Police comparatively high statistics for warrant arrests on the Transit System.

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[13] Source: Slide extracted from the Pacific Region Enforcement and Intelligence Division of the Canada Border Services Agency presentation. The sample data was for the period November 2012 to January 2013.

The protection of revenue involves the investigation of fraud, counterfeit, personation and the issuing of violation tickets and fare infractions.

Fraud/Counterfeit/Personation

Counterfeit fare media investigations often begin either by the inspection of fares or the active monitoring of various social medium by Transit Police investigators. Using a variety of investigative techniques, the Crime Reduction Unit investigative team engaged in a number of protracted counterfeiting investigations which resulted in charges and convictions. In 2012 the Transit Police entered into 108 investigations for fraud.

Over the last two years Transit Police investigations have prevented the circulation of a conservatively estimated $5 million worth of counterfeit fare media. Some cases became international in scope. In two cases the subjects of the Transit Police investigations were deported from Canada as a consequence of the investigations.

Transit Police attention to fraud/counterfeiting activity has a complementary effect on crime reduction in neighbouring jurisdictions and other public institutions funded by the taxpayer. In a highly significant case Transit Police investigators alerted local Police partners to on-going forgery, identity theft, bank fraud and immigration fraud occurring within their jurisdiction. As subject matter experts, Transit Police have provided advice to local Police on the identification of counterfeit fare media.

Through Transit Police diligence, a prominent institution of higher learning and a social services agency were alerted to fraud and counterfeit activity which was undermining the provision of their educational and community support services.

The on-going fraud detection work conducted by Transit Police supports the continued business integrity of TransLink.

SMART Cards

As indicated in the provincial audit while SMART Card technology will change the playing field as it relates to fare media fraud, it will not eliminate it.

Research conducted by TransLink SMART card systems in use at other transit agencies indicates that the amount of SMART card fraud is significant; it is similar to credit card fraud and will exist regardless of the security features in place. This issue will require the Transit Police to develop more sophisticated investigative techniques and have officers trained to investigate IT related fraud.

This area of work is expected to grow exponentially with the initiation of the SMART (Compass) card.

Infractions/Violations

Fare checks are conducted frequently by our Police Members throughout the course of the normal duties. On a larger scale, Transit Police Members work closely with our partners at SkyTrain, Canada Line and Coast Mountain Bus Company to conduct joint fare enforcement initiatives at various locations and times of the day along the SkyTrain and Canada Lines and at pre-determined bus stations and exchanges. More than 975 of these initiatives were conducted in 2012. This is the "high visibility" component to our fare enforcement duties, which resulted in more than 69,000 tickets/infractions in 2011, and 51, 000 in 2012. These high visibility

operations also play a role as a potential deterrent effect on criminals and those intent on creating disorder on the transit system.

With the implementation of Fare Gates and the Smart Card system, there will continue to be a Proof of Payment System and a 'Fare Paid Zone' and the need for a process to inspect for valid fare. Fare gates may impact some of the current methods by which people attempt to avoid paying fare, they will not prevent all aspects of fare evasion including fraudulent passes or fraudulent use of passes.

The recent Provincial Audit acknowledged that the type and sophistication of fraud post fare gate/smart card may change, but that it is not going to go away.

Preliminary research has shown that fare gates may change the fare evasion dynamic, but it will not prevent or restrict crime and the criminal element that may choose to utilize the system. If, fare gates allow Transit Police to reapportion some of our operational effort to Crime Prevention, we can endeavour to make the system even safer from crime.

Crime Rates

Crime Rate Comparison

Legend:
- 2011 Rate
- 2012 Rate Compared to 2011
- 2012 Rate Compared to 5yr Avg

Categories: Crime Against the Person, Crimes Against Property, Other Criminal Code, CDSA, Other Federal Statutes
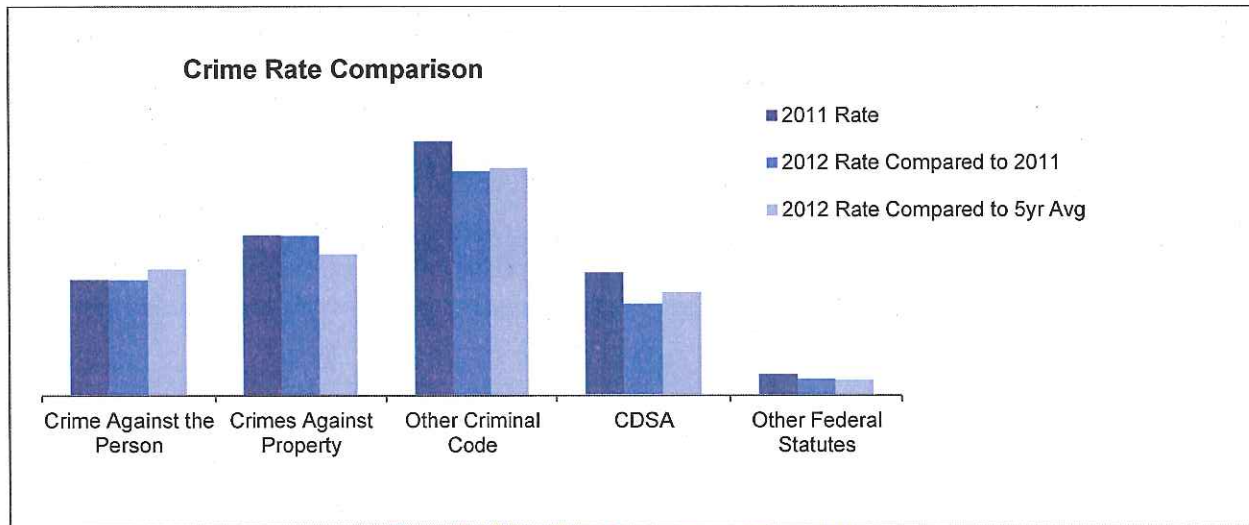
Figure 3 - Crime Rate Comparison - Year on Year

The crime rates presented in the chart above represent crimes investigated by Transit Police on the Transit System (on transit vehicles and transit related property only). The rates are calculated based on 100 000 boarded passengers and are indicative of the effect Transit Police are having on crime within the Transit System:

Crimes Against the Person:
Crimes against the person were marginally lower in 2012 (.39%) compared to 2011, but were 8.75% lower than the five year average.

Crimes Against Property:
Crimes against property were marginally lower in 2012 (coincidentally .39%) compared to 2011. When compared against the five year average they were 13% higher.

Other Criminal Code Violations:
There were 11.8% fewer other criminal code violations in 2012 compared to 2011 which also translated into 1.5% fewer violations than the five year average.

Controlled Drugs and Substances:
Controlled Drugs and Substances offences were down 25% in 2012 compared to 2011 and 11% lower than the five year average.

Other Federal Statutes:
Transit Police saw 23% fewer Other Federal Statute cases in 2012 compared to 2011 but 4.6% more than the five year average.

Case Load Per Member [14]

Based on the Provincial metric, the Transit Police Case File Load which deals only with criminal code offences and does not include tickets and warrants, is 27 files per member which is lower than the Provincial average of 37.7 (2010 figures).[15] This difference can be attributed to the time spent in Proactive High Visibility initiatives and Protection of Revenue initiatives which while important, are not included in the figures used to establish the Case Load statistics for other municipal police and would be considered an added duty only relating to the Transit Police

Independent Municipal Police Departments[16]			
Municipality	Authorized Strength	Pop. Per Officer	Case Load
Nelson City	17	576	60
New Westminster	108	619	56
Victoria	243	416	50
Abbotsford	210	658	42
Saanich	152	751	38
Vancouver	1327	486	37
Delta	165	611	36
Oak Bay	23	783	32
Transit Police (2010)[17]	167		27
Central Saanich	23	704	26
Port Moody	50	679	25
West Vancouver	81	585	23
Averages	213.8	624.4	37.7

Figure 4 - Case Load Per Member - Independent Municipal Police

Clearance Rates[18]

The Transit Police clearance rate [19]in 2011 was 69% compared to the Provincial average of 30.1% [20](provincial statistics are not yet available for 2012). When averaged from 2008 to 2011, the Transit Police clearance rate is 63% compared to the Provincial average of 28.5%. This suggests that while Transit Police members may carry fewer files, they are able to bring to conclusion or 'clear' a larger percentage of these files.

Clearance Rate - Comparison

Avg 2008- 2011: Other JPD 28.50%, Transit Police 63%

2011: Other JPD 30.10%, Transit Police 69%
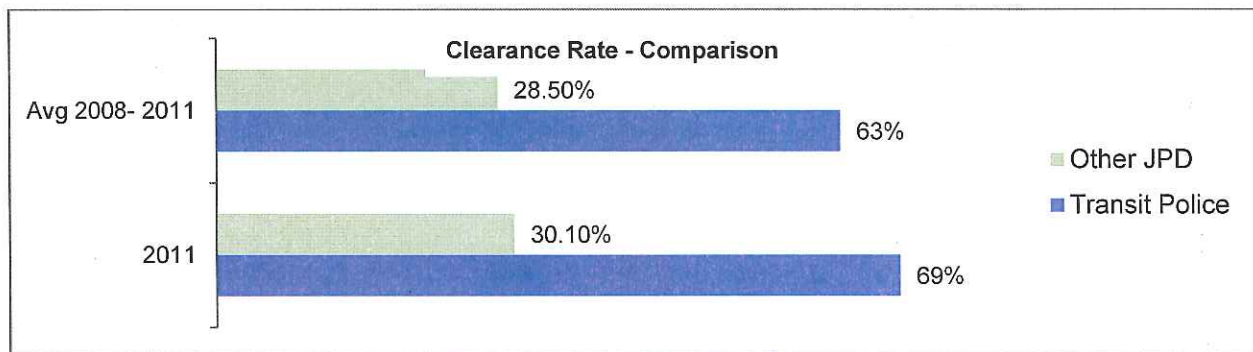
Figure 5 - Clearance Rate Comparison

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[14] Case loads are defined by the Ministry of Public Safety and Solicitor General Police Services Division as the number of primary Criminal Code offences per authorized strength. The case load is calculated by dividing the total number of Criminal Code offences in the calendar year by the authorized strength.
[15] Data taken from the Ministry of Public Safety and Solicitor General Police Services Division Report: Police Resources in British Columbia 2010. With the addition of Transit Police, the original figures adjust slightly.
[16] Data taken from the Ministry of Public Safety and Solicitor General Police Services Division Report: Police Resources in British Columbia 2010.
[17] Transit Police data was not part of the original data set and has been inserted for comparison.
[18] Calculation methodology and comparative statistics were drawn from the MOJ Crime Statistics in British Columbia, 2011 document dated October 2012.
[19] As laid out in the MOJ 'Crime Statistics in British Columbia, 2011', Police consider an offence cleared when they have identified an offender and have sufficient evidence to recommend that person be charged. Clearance rates are the number of crimes cleared by police during the year as a percentage of the number of crimes reported by police during that year.
[20] Provincial statistics were gathered from the MOJ 'Crime Statistics in British Columbia, 2011'.

Cost Per Police Member Comparison

When compared to Independent Municipal Police Departments in the Lower Mainland (2010 data[21]), the Transit Police cost per member is below the average.[22]

Independent Municipal Police Departments 2010				
Municipality		Authorized Strength	Total Costs	Cost Per Member
1	Oak Bay Mun	23	$4,344,665	$188,898
2	New Westminster Mun	108	$20,362,500	$188,542
3	Delta Mun	165	$29,515,391	$178,881
4	Abbotsford Mun	210	$36,754,638	$175,022
5	Victoria Mun	243	$42,369,961	$174,362
6	Vancouver Mun	1,327	$229,432,978	$172,896
7	Transit Police	167	$27,954,000	$167,400
8	Central Saanich Mun	23	$3,752,381	$163,157
9	Saanich Mun	152	$24,471,274	$160,995
10	West Vancouver Mun	81	$12,831,142	$158,409
11	Port Moody Mun	50	$7,376,651	$147,533
12	Nelson City Mun	17	$2,340,098	$137,653
		AVG	$36,792,140	$167,812

Figure 6 - Cost Per Member Comparison

Salary Comparison

Based on an unofficial report, in 2011 which compared base salary for sworn members, the Transit Police ranked 49 of 89 Police Services across Canada. This ranking placed Transit Police below Lower Mainland police services.

When comparing publically available figures for the average salary of Sworn Members In 2011, the average Transit Police salary is more than 2% lower than the average Vancouver Police Department salary.[23] Within the Vancouver Police Department approximately 50% of the officers earned more than $100k as compared to 38% within the Transit Police. Amongst civilian employees, 26% of the Vancouver Police Department civilian employees earned more than $100k compared to 17% in Transit Police.

Comparison of Overtime Per Sworn Member

VPD[24]	2009	2010	2011	2012[25]
OT after Recoveries	8508767	7473018	9404496	
Authorized Sworn	1239	1327	1327	
OT Costs per Officer	6867	5632	7087	
Transit Police				
OT after Recoveries	996910	536576	963732	854913
Authorized Sworn	169	167	167	167
OT Costs per Officer	5899	3213	5771	5119
Difference per Transit Police Officer	968	2419	1316	

On average for 2009 to 2011, Vancouver Police Department OT costs per Officer were 38% higher than those of the Transit Police.

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[21] Source: Police Resources in British Columbia, 2010 (dated January 2012). Transit Police data has been inserted into the table for comparison purposes. "Total costs" quoted represent the total annual budget (100% of policing costs) for the police service in question as reported annually to Police Services.
[22] RCMP costs were not considered as the costing model is significantly different and so not directly comparable.
[23] The average Transit Police salary was $99 324.00 while the VPD average salary was $104 378.00.
[24] Source: Publically released VPD statistics
[25] OT numbers for 2012 are not yet available from VPD.

Cost Per Transit Passenger Boarding

Police Service Cost Per Transit Boarded Passengers (all modes)

$0.08	$0.09	$0.08	$0.08	$0.08
2008	2009	2010	2011	2012
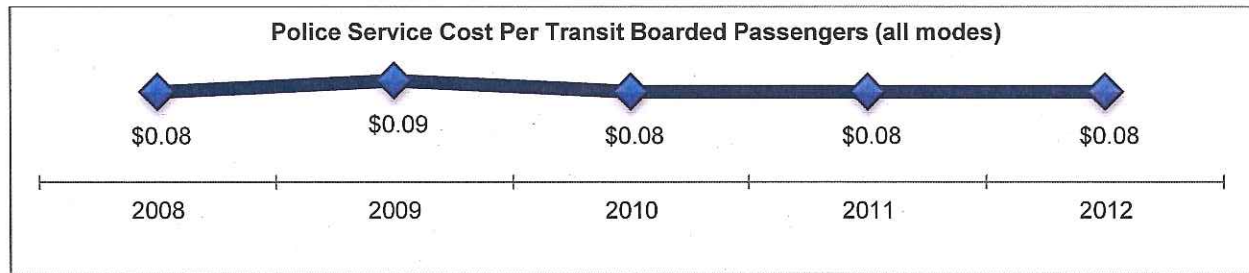
Figure 7- Policing Cost Per Boarded Passenger 2008-2012

When considered as a 'service' associated to the cost of a transit fare, the 'service' provided to passengers by the Transit Police would account for approximately 8 cents of a fare. This rate has remained largely unchanged since 2008.

While the ridership on all modes of transit has increased almost 20% since 2008, the number of Transit Police has decreased slightly (from 169 to 167) over the same period. In terms of Police per 100,000 boarded passengers, there has been a 5.6% decrease in police per passenger. Considering historical trends and the development of the Evergreen Line, all indications are that the ridership on all modes of transit will continue to increase which will negatively impact the ratio of Transit Police to Boarded Passenger.

Summary

In five years the perception of safety and security on the Transit System has significantly changed.

Historic:

<u>Vancouver Courier Oct 27 2004</u>: *SkyTrain stations have become a relative utopia for street level activities such as open drug dealing and open drug use. Area residents have to run the gauntlet to get to their homes and when they call the police they do not show up.*

<u>Burnaby Now April 5 2005</u>: *Mayor Derek Corrigan said that "weapons or not, he hopes the new police (Transit Police) will be more active on the line, in stations and in the area around the stations". He said he'd like to see a "far more clear presence" particularly at and around SkyTrain stations – noting the areas around the stations have been problematic.*

In December 2005 the Transit Police were established by Solicitor General Rich Coleman in order to deal with the safety and security on public transportation, specifically the SkyTrain. <u>March 25, 2005 Vancouver Sun</u>: *Solicitor General Coleman said "These guys are going to be doing front-line policing." "They'll have the same authority and functions of a normal police officer."*

Current Day:

<u>Feb 26 2013 Globe and Mail</u>: Robert Gordon, a criminology professor at Simon Fraser University and making reference to the Transit Police, said "there is certainly merit" in such a structure in the absence of a regional police service. Mr. Gordon continued: "The municipal forces and the RCMP do not ride the rails. It's the transit police that will ride the rails, and as a consequence, provide a modicum of safety and security."

The travelling public's perception of safety on and around the SkyTrain/Canada Line has steadily increased culminating in over 80% feeling safe and secure in the last quarter of 2012. This increase in public confidence comes in part from the work of the Transit Police and their efforts to Protect People, Property and Revenue. In 2012 alone the Transit Police opened 18255 'General Occurrence' files. The Transit Police have become a visible presence that is adding significant value to the safety and security of the traveling public and augmenting the police departments in each jurisdiction, allowing them to concentrate on the core population in their own communities.

The community policing model used by the Transit Police places equal emphasis on crime control, order maintenance, and service. As was stated in Peel's Principles, the test of efficiency and effectiveness of the Transit Police is the absence of crime and disorder, and not the visible evidence of police action in dealing with them.

Crime Category Summary

Crime Category	Number[26] of Offences[27]				
	2008[28]	2009[29]	2010[30]	2011[31]	2012[32]
Crimes Against the Person					
UCR 1000	661	607	615	572	554
Z Assists	577	686	896	937	1105
TOTAL	**1238**	**1293**	**1511**	**1509**	**1659**
Crimes Against Property					
UCR 2000	727	797	1229	1022	1137
Z Assists	408	446	893	1540	1114
TOTAL	**1135**	**1243**	**2122**	**2562**	**2251**
Other Criminal Code Violations					
UCR 3000	1268	1107	1178	1398	1207
Z Assists	373	383	539	669	805
TOTAL	**1641**	**1490**	**1717**	**2067**	**2012**
Controlled Drugs & Substances Act					
UCR 4000	1195	1212	1235	1277	995
Z Assists	82	51	75	78	62
TOTAL	**1277**	**1263**	**1310**	**1355**	**1057**
Other Federal Statute Violations					
UCR 6000[33]	0	0	0	0	0
Z Assists	90	125	124	132	86
TOTAL	**90**	**125**	**124**	**132**	**86**
Provincial Statute Violations					
UCR 7000	4276	3651	2637	1656	1384
Z Assists	301	470	735	780	925
TOTAL	**4577**	**4121**	**3372**	**2436**	**2309**
Survey Codes (detailed at Table 7)					
UCR 8000	9294	9214	11415	11490	11556
Z Assists	122	146	525	820	936
TOTAL	**9416**	**9360**	**11940**	**12310**	**12492**
Traffic Violations					
UCR 9000	43	56	56	20	27
Z Assists	16	18	26	19	11
TOTAL	**59**	**74**	**82**	**39**	**38**
Street Checks	749	1482	957	1160	1892
Tickets (Prov Violation and By Law Infractions)	21777	28929	34168	69089	51180
Warrants[34]	558	575	562	722	620
Breach	704	675	627	828	883
Yearly Total[35]	**43221**	**50630**	**58492**	**94209**	**76479**

[26] Each number represents a crime/violation/activity, however, one event may account for multiple crimes/violations/activities. Transit Police created 18 255 General Occurrence files in 2012, each representing an event.
[27] All figures are accurate to February 19, 2013.
[28] 2008: Members still undergoing training and Transit Police infrastructure still being established.
[29] 2009: Canada Line being fully established. Renewed emphasis on Fare Enforcement/Compliance.
[30] 2010: First full year with Canada Line.
[31] 2011: 'High Visibility' and 'Beat Policing' initiatives with emphasis on Fare Compliance.
[32] 2012: Protection of People, Property and Revenue.
[33] While depicted as zero, in fact, these numbers are captured within the 'Breaches' which have been grouped together.
[34] All warrants executed by Transit Police regardless of originating Law Enforcement Agency.
[35] Includes 'Assist Files' and all recorded charges, not just primary charges.

Table 1[1]: Crimes Against the Person

	2008		2009		2010		2011		2012	
	TP	Assist	TP	Assist	TP	Assist	TP	Assist	TP	Assist
Murder - 1st Degree	0	1	0	4	0	9	0	5	0	4
Murder - Attempted	0	1	0	4	0	7	0	4	0	4
Sexual Assault w/ Weapon or CBH & Agg.	0	2	0	1	0	1	0	2	0	1
Sexual Assault	23	25	33	43	43	51	31	64	41	46
Sexual Exploitation & w/disability	0	0	0	0	0	1	0	0	0	0
Sexual Interference	0	0	0	1	0	1	0	1	1	2
Assault - Aggravated	4	6	0	4	5	16	0	9	2	7
Assault - w/Weapon or CBH	89	93	74	88	66	108	71	114	56	138
Assault / Child Abuse	0	0	0	0	0	0	0	0	0	0
Assault - Common or Trespass	314	191	292	213	300	305	275	266	271	356
Assault Against Police Officer	21	5	20	10	31	14	43	21	31	14
Assault - Other Peace Officer	0	0	0	0	0	0	0	0	0	0
Disarming a Police Officer	0	0	0	0	0	0	0	0	1	0
Assaults - Other	0	0	0	0	0	0	0	0	0	0
Robbery w/ Firearm	4	28	1	22	0	40	0	48	0	65
Robbery w/Other Offensive WPN	16	44	14	51	12	75	9	86	12	127
Robbery - Other	68	110	50	110	46	175	42	211	39	229
Robbery - To Steal Firearm	0	0	0	1	0	0	0	0	0	0
Extortion	1	1	1	3	2	3	2	3	1	2
Criminal Harassment	5	3	12	56	4	6	11	7	5	11
Harass / Obscene Phone CTotal	3	3	4	0	6	1	2	0	0	0
Utter Threats Against Person	113	64	106	75	100	84	86	96	94	99
TOTAL	1238		1293		1512		1509		1659	

All figures are accurate to February 19, 2013

Table 2[2]: Crimes Against Property

	2008		2009		2010		2011		2012	
	TP	Assist	TP	Assist	TP	Assist	TP	Assist	TP	Assist
Arson - Property	4	3	2	4	9	4	3	7	2	9
Break & Enter - Business	5	28	12	27	13	34	7	48	16	68
Theft - Shoplifting Over $5000	0	1	0	1	0	0	0	3	0	5
Theft - Over $5000	0	1	3	3	3	5	2	2	4	10
Theft of MV Over 5000 (combined)	0	0	0	0	0	0	0	0	0	0
Theft Bicycle (combined)	35	5	31	7	36	11	24	10	48	18
Theft - Shoplifting Under $5000	43	126	44	143	92	204	45	227	58	280
Theft - Other Under $5000	170	86	197	92	188	116	162	141	196	197
Theft of MV- Under $5000 (combined)	0	0	0	0	0	0	3	2	1	2
Theft From MV (combined)	34	16	19	21	18	40	15	30	12	45
Possess Stln Property O/ $5000	6	1	4	4	5	0	4	3	1	2
Possess Stln Property U/$5000	108	32	95	30	92	40	100	36	88	37
Fraud - iDENTIY 403 / 404 CC	0	0	0	0	72	132	63	685	47	217
Fraud - Forgery	2	0	1	0	4	8	12	65	17	24
Fraud - Utter Forged Documents	6	0	7	1	12	185	15	98	12	51
Fraud - Other	12	13	28	10	11	20	21	55	42	45
Mischief Over $5000	8	2	2	4	5	2	7	4	8	3
Mischief $5000 or Under	294	94	352	99	669	92	539	124	585	101
TOTAL	1135		1243		2122		2562		2274	

All figures are accurate to February 19, 2013

Table 3: Other Criminal Code Violations

	2008		2009		2010		2011		2012	
	TP	Assist	TP	Assist	TP	Assist	TP	Assist	TP	Assist
Weapons Poss - Contrary to Order	3	1	6	0	1	0	5	1	3	0
Weapons - Possession	155	85	166	77	165	117	176	117	91	160
Breach / Bail Violations	266	43	236	51	225	56	300	62	297	98
Counterfeiting Currency	2	3	10	3	18	6	7	6	8	5
Cause a Disturbance	692	244	534	263	573	370	554	352	613	388
Escape Custody	7	2	0	1	5	3	5	3	5	1
Indecent Acts / Exposing	43	13	29	24	44	21	25	30	49	37
Obstruct Peace / Public Officer	356	15	355	8	359	14	618	141	423	202
Breach of Probation - Adult	170	123	167	116	143	95	197	129	227	132
Breach Recog	0	0	0	0	0	0	0	0	0	0
Breach of CSO/Arrest w/o Warrant	14	0	22	0	22	0	38	1	36	1
Bomb Threat	7	4	10	1	7	3	5	10	15	1
Public Mischief	3	2	2	2	6	3	6	5	1	6
Impersonate Police/Peace Officer	0	1	1	2	1	0	2	1	2	1
Offences Against Person - Other	0	0	0	0	0	0	0	0	0	0
Possess Break-In Inst & Other	0	3	0	2	0	1	0	3	0	2
Currency Offences Part XII - Oth	0	0	0	0	0	0	0	0	0	0
Other Criminal Code Offences	0	0	0	0	0	1	0	1	0	2
TOTAL	2257		2088		2259		2800		2806	

All figures are accurate to February 19, 2013

Table 4[4]: Controlled Drugs and Substances Act

	2008		2009		2010		2011		2012	
	TP	Assist	TP	Assist	TP	Assist	TP	Assist	TP	Assist
Possession Cannabis U/O 30 G	757	15	840	15	942	32	1018	24	792	18
Possession Cannabis Resin U/O 1 G ...	33	2	20	1	44	0	19	0	23	0
Possession Heroin	23	2	37	3	22	3	16	0	18	2
Possession Cocaine	260	16	199	12	107	7	107	7	77	12
Possession Other CDSA *	47	2	59	2	35	2	27	8	22	0
Possession Methamphetamine	10	1	18	1	29	1	41	0	47	5
Possession MDMA (Ecstasy)	9	0	14	0	23	1	16	2	8	0
Trafficking Cannabis U/O 3000g	23	6	12	4	19	5	19	5	6	4
Trafficking Cannabis Resin U/O 3000g	1	0	1	1	0	0	0	0	0	0
Trafficking Heroin	3	0	0	1	1	0	0	1	0	1
Trafficking Cocaine	28	31	10	8	12	19	11	24	2	15
Trafficking Other CDSA *	0	7	1	3	0	3	0	6	0	4
Trafficking Methamphetamine	0	0	1	0	1	1	1	0	0	0
Trafficking - MDMA (Ecstasy)	1	0	0	0	0	1	2	1	0	1
TOTAL	1277		1263		1310		1355		1057	

All figures are accurate to February 19, 2013

Table 5[6]: Other Federal Statute Violations

	2008		2009		2010		2011		2012	
	TP	Assist	TP	Assist	TP	Assist	TP	Assist	TP	Assist
YCJA - Incl. Breach Probation	55	19	56	16	52	13	66	17	62	11
Immigration Act (IRPA) - Other	0	60	0	95	0	89	9	97	0	82
DNA Identification Act	0	3	0	4	0	11	0	6	0	4
Breach Parole & Cond Rel Act	6	8	1	10	10	11	6	12	7	12
TOTAL	151		182		186		213		178	

All figures are accurate to February 19, 2013

Table 67: Provincial Statute Violations

	2008		2009		2010		2011		2012	
	TP	Assist	TP	Assist	TP	Assist	TP	Assist	TP	Assist
Liquor (LCLA) Act - Other	15	3	31	3	16	3	6	2	9	0
Liqour - Intox in Public Place	105	233	1105	348	915	591	877	616	801	765
Liquor - Minor Buy/Cons Lic Prem	0	0	0	0	0	0	0	0	0	0
Liquor - Minor in Possession	89	1	27	1	34	0	29	2	21	0
Liqour - Consume In Public Place	795	27	305	63	294	85	257	71	246	72
GVTransit -Require Fare Pay	8	0	8	0	7	0	1	0	1	0
GVTransit - Fare Paid Zone	2456	3	1671	7	968	13	225	10	88	6
GVTransit - Paymnt Not Transfer	205	3	147	9	123	8	38	5	17	6
GVTransit - Property Access	61	5	27	2	68	5	73	7	84	2
GVTransit - Public Safety & Prop	43	2	31	4	32	2	31	1	17	0
GVTransit - Fail to Obey	248	0	159	0	130	4	76	3	75	3
GVTransit - False STMT	0	0	0	0	0	0	0	0	0	0
GVTransit- Obstruct Fare Officer	0	0	0	0	0	0	0	0	0	0
GVTransit - Misuse Emergency Exit	0	0	0	0	0	0	0	0	0	0
Transportation Act	0	0	0	0	0	0	0	0	0	0
Child Family & Community Services Act	5	2	5	6	0	6	2	4	1	9
Coroners Act	6	2	2	2	0	1	0	0	0	0
Mental Health Act	73	4	59	12	1	4	2	48	0	53
Trespass Act	3	1	21	6	5	3	2	0	2	2
Safe Streets Act	164	15	53	7	44	10	37	11	22	7
Tobacco Act	0	0	0	0	0	0	0	0	0	0
TOTAL	4577		4121		3372		2436		2309	

All figures are accurate to February 19, 2013

Table 7⁸: Survey Codes

	2008		2009		2010		2011		2012	
	TP	Assist	TP	Assist	TP	Assist	TP	Assist	TP	Assist
Bylaws	8	9	6	6	11	10	2	18	4	13
Traffic - Other Moving Prov	182	3	250	6	157	10	65	3	41	3
Traffic - Other Non-Move Prov	97	2	168	0	112	1	28	0	23	0
ADP-Administrative Prohib-Prov	3	0	8	0	4	0	2	0	1	0
Prov Prohib / Suspend - Not 215	242	0	293	0	317	0	385	0	297	0
VI - Vehicle Impoundment	32	0	43	0	38	0	25	0	10	0
Parking Violations	32	2	43	0	30	2	31	1	17	1
Traffic - Insurance Violation	196	2	269	2	70	1	33	0	19	0
Driving Complaints	8	0	17	0	13	0	4	0	10	0
GVTransit - 24hr Refusal	1573	0	1253	0	1581	0	1919	0	1823	0
GVTransit - Safety Rules	1222	0	102	0	1206	0	1142	0	1059	0
Roadside Prohib - 215 Alcoh/ Drug	67	2	103	1	88	6	33	1	21	0
Collision - Non-Fatal Injury	9	17	15	16	23	22	12	25	10	29
Collision - Damage Over $1000	32	24	41	28	35	37	14	14	13	26
Collision - Damage Under $1000	23	8	35	8	30	5	28	7	22	3
Collision - Police Vehicle	3	0	5	0	12	0	18	0	10	0
Warrant Exec - O/S RCMP	284	0	273	0	246	0	321	0	267	0
Warrant Exec - O/S Municipal	273	0	236	0	208	0	285	0	276	0
Peace Bonds	1	0	1	1	2	2	0	3	2	3
Assist-Public or Unwant Guest	1157	0	1191	0	930	0	957	0	949	0
Query to Locate Individual	20	1	30	3	66	9	55	12	71	10
ZMissing Persons	160	0	157	0	304	0	279	0	299	0
ZMissing Persons - High Risk	1	0	6	0	10	0	18	0	9	0
Property Lost	100	0	158	1	246	5	222	3	234	3
Suspicious Pers/Veh/Occurrence	377	0	498	0	540	0	599	0	681	0
False Alarms	10	2	13	5	19	1	11	6	5	2
Abandoned Vehicles	17	1	21	0	9	2	2	1	4	2
Property Found	260	3	361	2	444	3	446	2	482	3
911 CTotals total	197	0	292	1	275	0	267	0	178	15
Disturbed Person / Att. Suicide	136	0	146	19	179	189	191	185	212	172
Sudden Death	0	0	1	2	3	2	3	2	1	5
Property Found - Weapon	49	0	48	0	50	0	44	0	60	0

VICLAS Report Sent	64	0	68	0	101	0	71	0	105	0
Domestic Dispute - No Assault	96	0	100	0	108	0	118	0	134	0
Civil Dispute	2	0	4	0	8	0	6	0	1	0
Bomb Threats (Info Only)	5	0	4	0	5	0	9	0	13	0
Special Events (files related to Special Events)	2	0	7	4	28	3	15	1	19	4
Suspicious Substance	11	0	5	0	3	0	7	0	4	0
Intelligence - Pers of Interest	290	10	397	19	390	176	416	472	163	573
Intelligence - Persons Wanted	3	2	10	3	22	12	4	25	8	19
Intelligence - Drugs	257	25	389	7	316	11	212	13	253	14
Intelligence - Criminal Other	28	1	33	1	52	7	114	6	85	7
Intelligence - Postal Related	4	0	2	0	0	0	1	0	1	0
Intelligence - Sex Offender	23	6	33	6	54	5	29	20	36	25
Intelligence - Gang Info	37	2	122	3	178	1	131	0	71	2
Intell - Prob Oriented Policing	103	0	95	0	55	3	20	0	22	2
TAU - Suspicious Occurance	1	0	29	0	5	0	0	0	0	0
Lecture to Schools	10	0	17	2	68	0	37	0	33	0
Assist - RCMP	858	0	932	0	1486	0	1593	0	1901	0
Assist - Municipal Police Force	657	0	743	0	1104	0	1170	0	1378	0
Assist - Federal Agency	82	0	67	0	75	0	93	0	96	0
Assist - Provincial Agency	50	0	47	0	41	0	46	0	46	0
Assist - Municipal Agency	25	0	40	0	19	0	24	0	17	0
Recovered Outside Stolen Veh	27	0	36	0	32	0	13	0	12	0
Assist - Casualty / EHS	445	0	460	0	461	0	526	0	591	0
TOTAL	9973		9869		12394		12916		13035	

All figures are accurate to February 19, 2013

Table 8⁹: Traffic Violations

	2008		2009		2010		2011		2012	
	TP	Assist	TP	Assist	TP	Assist	TP	Assist	TP	Assist
Dangerous Op. MV	3	1	0	4	4	2	0	2	3	4
Dangerous Op. MV	6	3	7	5	7	6	2	4	3	7
Impaired Driving combined offences	5	0	18	0	22	0	18	0	4	0
Fail to Stop ccc	5	3	2	3	2	7	0	1	0	0
Street racing combined offences	0	0	0	0	0	0	0	1	0	0
Fail to Stop (Prov)	6	5	7	2	2	3	7	3	6	5
Dangerous Driving w/o due care (Prov)	4	2	9	0	10	1	5	1	4	0
Drive While disq/susp (Prov)	14	2	13	4	9	7	3	7	7	11
TOTAL	59		74		82		39		38	

All figures are accurate to February 19, 2013