WORKERS COMPENSATION BOARD OF EXAMISH 6951 Westminster Highway, Richmond, B.C.
Mailing Address: PO Box 5350, Vancouver, B.C., V6B 5L5
Telephone: 604 276-3100 Toll Free: 1-888-621-7233 Fax: 604 276-3247

INSPECTION REPORT

An employer who fails to comply with Occupational Health and Safety Regulations or Board orders or directions is subject to sanctions as prescribed in the Workers Compensation Act,

Report Date Number 2000-12-29 2000115520		Number			umber Orders		Employer	Location		
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SHERIFF						SEAN PRAILL				
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Report Date	Number	Employee Number	Employer
2000-12-29	2000115520310		PROVINCIAL GOVERNMENT

Inspection Text

THIS INSPECTION REPORT IS BEING ISSUED FOLLOWING AN INVESTIGATION OF OCCUPATIONAL HEALTH AND SAFETY REGULATION 3.12, REFUSAL OF UNSAFE WORK AT THE ABOVE SITE.

STEPHEN LISIK, A DEPUTY SHERIFF, AND A MEMBER OF THE OCCUPATIONAL HEALTH AND SAFETY COMMITTEE CALLED STEPHEN KWAN, REGIONAL MANAGER, COQUITLAM ON DECEMBER 29TH, AND INFORMED HIM, THAT THE WORKERS AT THE SITE HAVE EXERCISED THEIR RIGHT TO REFUSE TO TRANSPORT A "HIGH RISK" FEDERAL PRISONER FROM KENT INSTITUTION TO VANCOUVER PRE-TRAIL.

OCCUPATIONAL SAFETY OFFICERS RON MOREHOUSE AND VEER SINGH MET WITH THE FOLLOWING WORKER AND MANAGEMENT REPRESENTATIVES AT THE SITE: DALE LAHAISE (SHIFT SUPERVISOR AND THE WORKER WHO EXERCISED HIS RIGHT TO REFUSE)

JOHN SMITH (SHIFT SUPERVISOR)

SEAN PRAILL, STEPHEN LISIK, DAVE WITUSCHEK (WORKER REPRESENTATIVES, OCCUPATIONAL HEALTH AND SAFETY COMMITTEE)
LORNE BRIER, SENIOR DEPUTY SEAN PRAILL,

LORNE BRIER, SENIOR DEPUTY IRA PRATT, SHERIFF ROY SCOTT, REGIONAL DIRECTOR, LOWER MAINLAND REGION.

ACCORDING TO SHERIFF LAHAISE, ON DECEMBER 28TH, 2000, DURING A MEETING WITH SHERIFF PRATT AND BRIER, DEPUTIES MUTCH, SMITH AND LAHAISE WERE ASKED IF AND HOW A HIGH RISK PRISONER SHOULD BE TRANSPORTED FROM THE KENT INSTITUTION TO VANCOUVER PRE-TIAL CENTER ON DECEMBER 31ST, 2000. THIS WOULD BE DONE BY USING THREE ESCORT VEHICLES AND SIX ARMED DEPUTIES WITHOUT POLICE ESCORT. THE DEPUTIES ADVISED THAT THE TRANSPORT SHOULD BE DONE WITH THE ASSISTANCE OF THE POLICE DEPARTMENT.

THE WORKERS WERE THEN ASKED BY PRATT AND BRIER IF THEY WOULD CONDUCT THE TRANSPORT, THEY INDICATED THAT THEY WOULD REFUSE. THEIR REASONS WERE BASED TRANSPORT, THEY I ON THE FOLLOWING:

ON THE FOLLOWING:

1) THE PRISONER TO BE TRANSPORTED WAS DEEMED A "HIGH RISK",

2) WITH THE LIGHTS AND SIRENS HAVING BEEN REMOVED FROM THE TRANSPORT VEHICLES, THERE ARE NO FIGHT OR FLIGHT PROCEDURES IN PLACE.

3) THERE IS A LACK OF TRAINING IN TRANSPORTING HIGH RISK PRISONERS.

4) THERE IS A LACK OF ADEQUATE RADIO COMMUNICATION. ACCORDING TO THE WORKERS THIS ISSUE HAS BEEN OUTSTANDING SINCE SEPTEMBER 1998, IE. SHERIFFS ARE NOT ABLE TO OBTAIN IMMEDIATE ASSISTANCE WHEN NECESSARY DUE TO, BUT NOT LIMITED TO DEAD ZONES AND POOR WEATHER CONDITIONS.

5) THE RESPONSE TIME BY THE RCMP IN THE RISKIEST AREA, EG. NEAR KENT INSTITUTION, IS APPROXIMATELY 20 MINUTES AND ONLY ONE RCMP GENERAL DUTY MEMBER IS AVAILABLE, IF COMMUNICATION SYSTEMS FUNCTION EFFECTIVELY.

ACCORDING TO DEPUTY LAHAISE, AT APPROXIMATELY 9:45 ON DECEMBER 29TH, 2000, HE RECEIVED AN ORDER FROM SHERIFF PRATT AND BRIER TO DO A TRANSPORT RELATING TO THE SAME PRISONER. DEPUTY LAHAISE INDICATES HE CONTINUED TO REFUSE WITH HIS REASONS AS OUTINED ABOVE. THE ISSUE WAS REPORTED TO THE SAFETY COMMITTEE, IT WAS INVESTIGATED BY DEPUTY LISIK AND SHERIFF BRIER. WITH NO RESOLUTION, DEPUTY LYSICK WAS ADVISED BY MANAGEMENT TO CONTACT THE WCB FOR INTERVENTION/INVESTIGATION.

SAFETY OFFICER MOREHOUSE AND SINGH, INVESTIGATED THE ISSUE OF REFUSAL AT APPROXIMATELY 13:00 ON DECEMBER 29TH, 2000. THE WORKER REFUSING TO WORK WAS INTERVIEWED. ACCORDING TO INFORMATION RECEIVED ON SITE, THIS PRISONED WAS TRANSPORTED BY SIX MEMBERS OF THE RCMP EMERGENCY RESPONSE TEAM IN THIS PRISONER

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	Employer Representative	Officer of the Board	
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2000-12-29 200011	5520310	PROVINCIAL GOVERNMENT

NOVEMBER OF 2000. THE EMPLOYER INDICATES THAT THE REASON WHY THE PRISONER WAS TRANSPORTED BY THE RCMP IN NOVEMBER, 2000 WAS DUE TO AN ANTICIPATION THAT THE SHERIFF'S WOULD REFUSE TO TRANSPORT THE PRISONER SINCE LIGHTS AND SIRENS HAD JUST BEEN REMOVED FROM SHERIFF'S TRANSPORT VEHICLES.

THE EMPLOYER STATED THEY HAD CONDUCTED A RISK ASSESSMENT ON THIS PRISONER AND THEY FELT THAT THE PRISONER COULD BE TRANSPORTED BY AN ELEMENT OF SURPRISE, (WHERE EVEN THE PRISONER IS NOT AWARE HIS TRANSPORT SCHEDULE); THERFORE, DECIDED THAT THE PRISONER COULD BE TRANSPORTED BY THE SHERIFFS AND WITHOUT POLICE ESCORT.

WCB OFFICERS ALSO REVIWED THE INTERNAL PRISONER RISK ASSESSMENT PROFILE. ACCORDING TO THIS DOCUMENT AND OTHER INFORMATION RECEIVED, THIS PRISONER PRESENTS AN UNDUE RISK TO WORKERS DURING TRANSPORT. THIS DECISION WAS BASED ON THE FOLLOWING:

1) REVISED PROCEDURES AND/OR GUIDELINES RELATING TO PRISONER TRANSPORT HAVE NOT BEEN FINALISED.

- 2) MANAGEMENT REASONING FOR DOWNGRADING THIS PRISONER FROM POLICE ESCORT TO SHERIFF TRANSPORT WAS UNACCEPTABLE.
- 3) THE SHERIFF DEPARTMENT HAS BEEN AWARE OF RADIO COMMUNICATION PROBLEMS SINCE IT WAS IDENTIFIED IN 1998, HOWEVER THESE ISSUES HAVE NOT BEEN RESOLVED.
- 4) IT IS RECOGNISED THAT SHERIFFS, UNLIKE THE POLICE AGENCIES DO NOT HAVE AN EMERGENCY RESPONSE TEAM. HIGHER SECURITY RISK ESCORTS ARE CARRIED OUT BY DEPUTIES WITH NO SPECIALISED TRAINING OR EQUIPMENT. MANAGEMENT HAS RECOGNISED, HOWEVER, IT HAS NOT ADEQUATELY ADDRESSED THE ISSUE WITH RESPECT TO TRAINING IN HIGH SECURITY ESCORTS IN THE ABSENCE OF POLICE ESCORTS. AS A POSSIBLE SOLUTION, THIS MAY BE RESOLVED WITH THE FORMATION OF HIGH SECURITY ESCORT TEAMS IN THE SHERIFFS DEPARTMENT. THIS MAY ALSO REQUIRE SPECIALISED EQUIPMENT.

Employer Representative	Officer of the Board
	SINGH, VEER
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