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INTRODUCTION

Purpose
1. The purpose of this Manual is to provide guidance to members who may be required to undertake the transport of a person in custody, and includes the following police escorts:
   - transfer of prisoners;
   - juveniles;
   - persons suffering a mental illness or disorder;
   - extraditions; and
   - unlawful non-citizens

Background
2. The Western Australia Police are responsible for the safe custody and welfare of all persons being transported in police custody until such time as they are released from custody or accepted into the custody of another member, or the lawful custody of any other person.
3. Compliance with this Manual will ensure that Western Australia Police meets community expectations and lawful requirements in relation to the safe custody and welfare of persons that are being transported by police.

Review
4. A review is to be carried out at least every two years by the Judicial Services Command.

INSTRUCTIONS AND PROCEDURES

Policy
5. This Manual is to be read in conjunction with the Commissioners Orders and Procedures Manual.

   LP-8      Escorts
   EA-1      Escorts on Aircraft
   IJ-1.3    Extradition
   MI-1.1.1  Police Initiated Action (Mental Health)
   MI-1.1.2  Request for Police Assistance from within the Community
   MI-1.1.3  Escorts of Persons with Mental Illness on Aircraft
   FR-1.2.15 Carriage on Aircraft (Firearm)
Escorts of Persons in Custody

General

6. A police escort of a person in custody will generally involve:

- persons under arrest;
- persons detained under State or Commonwealth statutory provisions;
- persons sentenced to periods of imprisonment;
- persons remanded in custody by the courts;
- juveniles transferred to and from detention centres;
- persons escorted for mental health reasons;
- persons detained under the Migration Act as suspected unlawful non-citizens; and
- persons transferred from one jurisdiction to another (extraditions).

Short and Long haul transport

7. Short haul transport is:

- any escort over a period of time that does not exceed two and a half hours road travel, irrespective of distance: or
- two consecutive periods of two and a half hours road travel where a comfort break for both officers and prisoners is undertaken between those periods.

8. Long haul transport is any escort that takes longer than a short haul.

9. The Western Australia Police vehicle fleet is suitable for short haul prisoner transport only.

Use of same gender escorts

10. The gender of transporting officers should reflect the gender of the prisoners.
Number of escorts

11. The number of police escorts to be utilised should be appropriate for the number and type of persons being escorted, the mode of transport to be utilised, and be based upon a valid risk assessment of the situation.

Use of restraints

12. A prisoner may be handcuffed if there is a reason to believe he or she may attempt to escape.

13. A prisoner must never be restrained to a moving vehicle.

Responsibilities of Escorting Officers

14. In all instances, escorting members shall take all necessary action to:
   • ensure the safety and well-being of the person being escorted,
   • members of the WA Police and members of the public;
   • maintain safety and security of the person being escorted;
   • communicate, interact with and check on the prisoner at least once every hour;
   • be alert for possible attempts to escape;
   • endeavour to maintain the dignity of the person in custody and screen them from public view;
   • ensure appropriate arrangements are made in respect of the provision of meals, water, toilet and comfort breaks;
   • ensure that comfort breaks are taken after a maximum of two and a half hours road travel time.

Risk Management

Risk Assessment

15. Members must consider the hazards and risks involved in transporting persons in custody and make a risk assessment of the prisoner and the planned escort. A risk assessment should be completed for each escort of a person in custody to determine the appropriate method of transport and level of escort required.
16. Risk assessments must consider the following:

- type of vehicle being utilised;
- number and gender of persons being escorted;
- threat of violence posed by the prisoner;
- distance and time estimated for escort to be undertaken;
- current and predicted weather and road conditions;
- reason person is in custody;
- criminal and behavioural history of prisoner;
- physical and mental condition;
- number of escorting officers;
- likelihood of attempts to escape;
- ability to undertake comfort breaks;
- ability to use restraints; and
- any other matter that may affect the conduct of the escort.

17. Risk is an ongoing process and escorting officers should continually review their risk management procedures in appreciation of the prevailing circumstances.

Risk Analysis Matrix

18. When determining the level of risk for a police escort of a person in custody, the senior attending member shall utilise the Risk Analysis Matrix provided in Attachment A.

High risk escorts

19. Where a risk assessment identifies an escort as High or Extreme risk, the escorting member should contact a Commissioned Officer who will consider the deployment of additional resources to assist.

20. Where intelligence indicates a threat of violence to the person being escorted or an attempt may be made to assist them escape members should contact the ‘On Call’ Tactical Commander, Tactical Response Group on 0428 256 304 for further advice.
Escorts using Police Vehicle

General

21. Police vehicles are an appropriate method for conducting short-haul transportation of prisoners.

22. Escorts using police vehicles should ordinarily be conducted in the following circumstances:

- when road travel time does not exceed two and a half hours before a comfort break must be undertaken;
- when total road travel time does not exceed five hours, not including a comfort break; and
- when other means of transport are unavailable.

23. In localities where road travel time is likely to exceed five hours, members should utilise the Police Aircraft as the most suitable form of transport.

24. In circumstances where long haul road transport is required members must seek the approval of a Commissioned Officer or POCC Duty Police Commander prior to commencing the escort and record that approval.

Restrictions for police vehicle escorts

25. Members transporting a person in custody in a police vehicle shall not exceed the designated speed limit or in any other case not exceed 100 km/hr.

26. A member is not to use a police vehicle in any Urgent Duty Driving Priority Pursuit, Pursuit 1 or Pursuit 2 while any prisoner is being conveyed in that vehicle unless the life of a person may be jeopardised by not doing so.

Placement of prisoners in vehicles

27. Escorting members must decide the most appropriate prisoner seating and security arrangements and consider:

- Gender, age and physical condition, including injuries;
- Criminal history, demeanour and recent behaviour;
- Type of police vehicle being utilised for the escort;
• Number of escorting officers;
• Current and predicted weather and road conditions; and
• Cultural needs.

28. When escorting juveniles, females, infirm or elderly persons, members shall consider the placement of the person within the cabin of the escort vehicle.

29. Male and Female prisoners should be kept separate and Juveniles should be separated from Adults. Where this segregation is unable to occur the escorting officers will conduct more regular monitoring of the prisoners.

30. It is the responsibility of the escorting officers to ensure that the rear of the police vehicle is secured by padlock, or other suitable locking device, and that a padlock key is kept in their possession.

**Escorts Using Police and Charter Aircraft**

**General**

31. The use of aircraft is the preferred method for the transport of prisoners over long distances. The use of the police aircraft should be considered for all long haul prisoner escorts within Western Australia.

**Approval for use of Police Aircraft**

32. The approval of the Officer In Charge of the Police Air Wing is required to authorise the use of the Police Aircraft to transport persons under escort.

33. Where the Police Aircraft is not available the Police Air Wing, in consultation with the requesting district, will assist the necessary arrangements for a suitable charter aircraft to be provided.

> **Notwithstanding any approval, the Pilot in command is under no obligation to carry persons in custody and may impose restrictions as he/she sees fit.**
**WAPOL Aircraft requirements**

34. In WAPOL aircraft the following applies when carrying prisoners:

- All prisoners to be showered and wearing clean clothing or clothed in forensic disposable coveralls;
- Prisoner personal clothing to be placed in sealed plastic bag;
- All prisoners are to be handcuffed;
- Violent prisoners should be ankle shackled if deemed appropriate in the circumstances (PAW to supply);
- The ratio of known violent prisoners to escorting officers is one for one (refer ratio’s);
- All escorting officers to carry handcuff key;
- All prisoners are to be searched immediately prior to boarding the aircraft;
- Prisoners should not be seated next to emergency exit whenever possible;
- Prisoners are to remain seated with their seatbelts fastened whenever aircraft is in motion;
- Escorting officers may carry TASER’s concealed on their person without a cartridge fitted;
- Hellweg belts should not be worn on board the aircraft;
- No OC spray is to be carried by escorting officer;
- Firearms are not to be carried by the escorting officer; and
- Prisoner antecedents are to be provided to the Pilot upon request.

35. Prisoners are to be seated as far from the Pilot in command as possible and prior to departure the Pilot in command will give guidance to the escorting officers on how best to assist prisoners in the event of an emergency.
**Escort to prisoner ratio**

36. The ratio of adult prisoners to escorting officers are as follows

<table>
<thead>
<tr>
<th>Prisoner</th>
<th>Guard</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>3</td>
<td>2</td>
</tr>
<tr>
<td>4</td>
<td>2</td>
</tr>
</tbody>
</table>

Maximum of 4 prisoners on this aircraft

In VH WPY (Karratha Based Aircraft)

<table>
<thead>
<tr>
<th>Prisoner</th>
<th>Guard</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>3</td>
<td>2</td>
</tr>
<tr>
<td>4</td>
<td>2</td>
</tr>
<tr>
<td>5</td>
<td>3</td>
</tr>
</tbody>
</table>

Maximum of 5 prisoners on this aircraft.

37. Juvenile prisoner ratio should not exceed 4 prisoners to 1 escorting officer. The number of escorting officers may be increased at the pilot's discretion.

38. Each known violent prisoner is to have his/her own guard. The above ratio's still apply for the remaining prisoners.

**Escorts using Commercial Aircraft**

**Authority**

39. All escorts requiring commercial air travel are to be coordinated through the Police Air Travel Co-ordinator, Perth and require the authorisation of a Commissioned Officer.

40. Escorts requiring interstate air travel require the approval of the Commissioner of Police, Deputy Commissioner or Executive Director.

41. Escorts requiring international travel require the approval of the Minister.
Responsibilities of escorting member

42. The escorting member will:

• Advise the airline operator at the time the booking is made and request a window seat for the prisoner;

• Identify himself or herself to an official of the airline at the time of boarding the aircraft;

• Whenever possible, board the aircraft in advance of other passengers as "pre-boards";

• Sit alongside the prisoner at all times during flight;

• Ensure prisoner is not seated adjacent to any exits;

• Escort the prisoner to and from toilet facilities;

• Endeavour to leave the aircraft once the other passengers have disembarked;

• Where possible remain on aircraft with prisoner during transit stops.

Use of Restraints

43. When deciding whether to handcuff escorted prisoner consider:

• the antecedent of the prisoner (history of violence or escapes or attempt to escape);

• the seriousness of the charge (murder, manslaughter, serious fraud);

• the behaviour of the prisoner at the commencement of the escort; and

• any action by the prisoner which the member reasonably suspects threatens the safety of the aircraft or any other person.

44. Aircraft safety dictates that a prisoner should not be handcuffed during take off and landing of the aircraft unless circumstances are such that it is absolutely necessary.

45. Where handcuffs are used the Pilot in command must be notified immediately and he/she has the discretion to require the removal of any restraints.

46. The prisoner must not be handcuffed to any part of the aircraft.
Carriage of force options

47. OC Spray is a dangerous good and prohibited by law from being carried in the aircraft cabin or hold.

48. Commercial operator policies do not permit the carriage of firearms, batons and Tasers within the cabin.

49. Where firearms, batons and Tasers are to be transported as luggage they must be rendered safe and secured and declared to the agent at check-in.

Escorts using Vessels or Watercraft

General

50. Any person taken onboard a Water Police vessel in custody will be required to be guarded continuously and required to wear an approved lifejacket while onboard the police vessel and at no time is a prisoner allowed to remain in the wheelhouse unattended, or enter the engine room or tiller flat.

Risk Considerations

51. If the person is deemed to be Low risk he or she can be transported using Police vessels. A minimum of three officers are to accompany the prisoner. This will comprise of master, navigator/deckhand and prisoner’s guard.

52. If the detainee is deemed to be Medium or High risk then Falcon or Delphinus are the only police vessels that can be used for transportation. A minimum of four Water Police personnel will be required and in addition, at least one other officer, who will be responsible for the prisoner.

53. The Master of the police vessel still retains the authority to refuse the request based on safety issues and his assessment of all the prevailing conditions.

The Master remains responsible for the safety of every person on board the vessel and as such can make his own assessment of whether to transport the person or not, at any time.
Masters responsibilities

54. The Master will ensure that the member detailed to take custody of a person onboard a Police vessel has been instructed in the following:

- The location of safety equipment;
- The use of such safety equipment; and
- Emergency procedures.

55. The Master may detail another member to take custody of a prisoner for the purpose of relief periods and will ensure that suitable arrangements have been made to deal with the prisoner once at port.

56. The Master, in the event of an emergency arising in relation to the safety of the vessel or crew, will accord the person in custody the same considerations as to the safety of every other person onboard the vessel.

57. The Operations Manager or OIC of Water Police will make the final decision on the risk level of the person to be transported by considering all the available information.

58. Should the prisoner suffer from any serious medical condition or be known to be extremely seasick, they are not to be transported by police vessel.

59. Handcuffs are not to be used on the detainee unless deemed absolutely necessary for safety of officers and the individual. Under no circumstances is the person to be handcuffed to any part of the vessel’s structure.

60. The condition of the detainee will dictate who else is to be on the voyage, for example a doctor and/or nurse should there be any medical concerns.

61. Persons transported from Rottnest Island will be taken to Fremantle only and no other harbour or marina.

Responsibilities of escorting officer

62. The escorting officer will:

- thoroughly search the forward cabin area prior to the detainee’s arrival and again immediately after;
- on arrival check documentation and property and ensure that the detainee is searched;
• ensure that the prisoner wears a life jacket at all times during the voyage and remains in the forward cabin area (dependant on condition of person);

• ensure the prisoner does not have access to any items of equipment or the vessels controls;

• ensure the prisoner does not access the deck area of the vessel while it is making way;

• attend to any reasonable requests from the prisoner concerning safety or comfort;

• remain in close proximity to the prisoner at all times;

• hand over the detainee to escorting officers or release the person to bail; and

• complete all relevant paperwork and accounts for any property belonging to the person.

Escort of Persons suffering Mental Illness or Disorder

General

63. The escort of persons suspected of suffering from a mental illness or mental disorder represents a greater level of risk to all parties involved including the public.

64. Mental Health staff may request police assistance with the transporting of a person to an authorised hospital or another place for further treatment if they have assessed the person as High or Extreme risk.

65. In other circumstances police may apprehend a person they suspect on reasonable grounds to be suffering from a mental illness or mental disorder or be directed by an order of a court to transport a person.

66. In all circumstances police should provide immediate advice to the authorised hospital, or other place, in order that the patient can be received immediately upon police arrival.

67. Wherever possible persons under escort for mental health reasons should be kept separate to all other persons in custody.

68. All accoutrements, including firearms, may be worn when conducting escorts other than by aircraft.
Escort on Commercial Aircraft

69. A Police Officer shall not escort a mentally ill person on a commercial aircraft unless a medical certificate has been issued by a medical practitioner certifying the patient’s suitability for carriage by air and stating whether or not there is a risk of violence from such patient.

70. The pilot in command may refuse to allow a person being transported under the provisions of the Mental Health Act 1996 to be carried on the aircraft.

71. Prior to departure, the police officer assisting with the escort must ensure that Referral for Examination (Form 1) and Transport Order (Form 3) are in existence for the person being transported.

Royal Flying Doctor Service

72. Where a medical practitioner certifies that there is a risk of violence Police Officers should engage a Royal Flying Doctor Service (RFDS) aircraft where possible.

73. Police Officers involved in escorting people suspected of suffering mental illness on RFDS aircraft are not to embark wearing firearms or Oleoresin Capsicum (OC) spray.

74. Flights departing Jandakot to Regional WA locations may require an officer from the South Metropolitan District to assist with the transport. A decision as to whether this occurs should be made after collaboration between affected Districts.

Police Air Wing will not conduct escorts of persons suspected of suffering from a mental illness or mental disorder.

Escorting Unlawful Non-citizens

General

75. The detention and escorting of unlawful non-citizens are not considered core police functions however officers are authorised under the Migration Act (1958) to detain any person they know, or reasonably suspect, to be an unlawful non-citizen.

Department of Immigration and Citizenship

76. In circumstances where persons are suspected of being unlawful non-citizens officers should contact the Department of Immigration and Citizenship via the Immigration Status Service (ISS) on 1800 558 414 which operates 24/7. The ISS will provide formal advice should they require police to continue the detention of the person.
77. ISS will undertake the arrangements for the detained person to be transported to the Perth Detention Centre by their own agency or contractor. This may include negotiation with police to convey the person to another location due to distance and/or remoteness.

78. There is no legislative time restraint on the delivery of the detained person to the custody of the department.

**Attachments**

Attachment A – Risk Analysis Matrix

Attachment B – Prisoner Escort Checklist

Attachment C - Qantas Security Advice
## Risk Management Process

1. **What is the context**  
   (the situation and what you are trying to achieve)

2. **Identify the risk**  
   (from context and indicators)

3. **Analyse & evaluate the risk**  
   (Assess existing controls [tick rating] and determine Consequence and Likelihood [tick levels])

4. **Treat the risk & seek approval if necessary**  
   (Risk Action will define the level of approval required)

5. **Monitor record and review**  
   (To enable accountability and justify decisions and approval levels, a copy of this risk assessment should be kept or filed with the escorting papers)

### Specific context and indicators:
- reason detainee is in custody
- physical and mental condition of detainee
- likelihood of attempts to escape
- criminal and behavioural history of detainee
- threat of violence posed by the detainee
- ability to use restraints
- number and gender of detainees being escorted
- number of escorting officers
- suitability of type of vehicle being utilised
- will the escort involve extended hours of duty and fatigue
- distance and time estimated for escort to be undertaken
- current and predicted weather and road conditions
- day/night time, driver/officer fatigue, overnight accommodation required by officers
- other matters affecting the conduct of the escort

### Indicators supporting risk determination include:
- existing medical condition, required medication
- history of violence
- breaches of other orders (Parole, VRO, Bail)
- history or threat of self harm
- previous escape or attempt
- sentencing outcomes
- distance to be travelled
- ability to undertake comfort breaks
- cultural issues (payback)
- previous incidents under similar circumstances
- risk assessment indicates high or extreme

### Risk Analysis Matrix

<table>
<thead>
<tr>
<th>Level Rating</th>
<th>Consequence</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 - Low</td>
<td>Little or no impact on escort</td>
</tr>
<tr>
<td>2 - Minor</td>
<td>Inconvenience or delays to escort</td>
</tr>
<tr>
<td>3 - Moderate</td>
<td>Long delays &amp; disruption to escort</td>
</tr>
<tr>
<td>4 - Major</td>
<td>Injury or serious disruption to escort</td>
</tr>
<tr>
<td>5 - Catastrophic</td>
<td>Death, injury or escape of detainee</td>
</tr>
</tbody>
</table>

### Likelihood Matrix

<table>
<thead>
<tr>
<th>Level Rating</th>
<th>Likelihood</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 - Rare</td>
<td>May occur some time</td>
</tr>
<tr>
<td>2 - Unlikely</td>
<td>Event could occur</td>
</tr>
<tr>
<td>3 - Moderate</td>
<td>Event should occur</td>
</tr>
<tr>
<td>4 - Likely</td>
<td>Event will probably occur</td>
</tr>
<tr>
<td>5 - Almost Certain</td>
<td>Event is expected to occur</td>
</tr>
</tbody>
</table>

### Assessment of Existing Controls

- **Excellent**  
  Comply with SOPs & instructions

- **Adequate**  
  Comply with SOPs & instructions

- **Inadequate**  
  Approval & additional treatments required

### Risk Level

Consequence level multiplied by Likelihood level =

### Risk Action

<table>
<thead>
<tr>
<th>Level Rating</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>1-5 - Low</td>
<td>Comply with SOPs &amp; instructions</td>
</tr>
<tr>
<td>6-9 - Medium</td>
<td>Consult with supervisor, comply with SOPs &amp; instructions</td>
</tr>
<tr>
<td>10-14 - High</td>
<td>Approved by Supervisor, comply with SOPs, instructions &amp; additional treatments</td>
</tr>
<tr>
<td>15-25 - Extreme</td>
<td>District Office approval, comply with SOPs, instructions &amp; additional treatments</td>
</tr>
</tbody>
</table>
### PRISONER ESCORT CHECKLIST

<table>
<thead>
<tr>
<th>PRISONER SURNAME:</th>
<th>GIVEN NAME:</th>
<th>CUSTODY EPISODE No:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>DATE:</th>
<th>ESCORT FROM:</th>
<th>ESCORT TO:</th>
<th>DEPARTURE TIME:</th>
<th>ARRIVAL TIME:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
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</tr>
</tbody>
</table>

#### Responsible Officer Pre-Escort Check

- Detainee Running Sheet obtained, reviewed and updated
- Transfer of Responsibility completed - Custody Handover
- Custody System updated
- Perform Risk Assessment / Check P10
- Paperwork Check performed – Brief, Warrant, Bail papers
- Prisoner security – is there a need for restraints
- Duty of care – is same sex officer required
- Medication – does the prisoner require medication
- Property – do you have all of the prisoners property
- Food and water – has this been provided if applicable
- Clothing – is the prisoners dress appropriate for type of escort
- Vehicle – is the most suitable vehicle available being used
- Vehicle – heating / air conditioning in prisoner compartment
- Communications – does the vehicle have communications
- First Aid – do you have all necessary first aid equipment
- Fuel – where will you require fuel and do they take fuel cards

#### Responsible Officer Escort Checks

- Search – Vehicle searched just prior to prisoner entry
- Search – Prisoner searched prior to vehicle entry
- Remove articles that may facilitate self harm – eg belt etc
- Prisoner welfare – regular checks, communicate
- Comfort breaks – plan where it is best to stop
- Fuel – plan where you are getting fuel
- Meals – plan where you are going to eat
- Route – ensure supervisor is aware of travel route
- Events / Incidents – Ensure relevant incident is logged
- Paperwork checked and signature obtained
- Property checked and signature obtained
- Prisoner and vehicle searched

#### Prisoner Handover

- Notes:
  - NB: Escorting Officer to tick boxes once checked or inserts a cross if not applicable. Submit checklist to Supervisor on return.

#### Please sign at completion of escort:

(1) _____________ 
Regimental No: 
Station: 
Signature

(2) _____________ 
Regimental No: 
Station: 
Signature

Supervisor Checked: 
Rank & Regimental: 
Date: 
Signature
EXCHANGE OF INFORMATION BETWEEN AN AUTHORITY BOOKING TRAVEL FOR A PERSON IN CUSTODY AND QANTAS AIRWAYS LIMITED

CONFIDENTIALITY

THE INFORMATION CONTAINED IN THESE DOCUMENTS IS CONFIDENTIAL AND IS INTENDED FOR THE EXCLUSIVE USE OF THE ADDRESSEE NAMED BELOW

FAX To: DUTY SECURITY CONTROLLER
Fax: (02) 9691-1806

PIC and Escort Details

Authority requesting approval for the carriage of a person in lawful custody
WESTERN AUSTRALIA POLICE

Contact Name: BARRABA BAKER Police Air Travel Coordinator
Phone: (08) 9222 1344 or
Fax: (08) 9222 1938

Name of person in custody:
(A new form is to be completed for each PIC travelling)

Name of escorts:
(A minimum of one escort MUST be of the same gender as the person in custody)

Are escorts aware of Qantas Standards for escorting persons in custody?
Yes

Flight Details

Flight Number
Flight Date
From
To

Assessment Details (Please attach any additional details which may be of relevance)

Reason for the person being in custody:

Reason for travel:

Has the person been involved in any attempt to escape from custody?
Yes/No

Is the person likely to be offensive or disruptive towards crew, passengers or escorts?
Yes/No

Has the person been involved in any violence or rioting while in detention?
Yes/No

Does the person have a history of physical abuse or violent criminal history?
Yes/No

Is the person likely to attempt to escape from custody during transportation?
Yes/No

Has the person ever engaged in sexually related criminal activity?
Yes/No

Is an attempt by a third party to release the person likely?
Yes/No

Is the person currently addicted to an illegal substance, or had a history of substance abuse?
Yes/No

Is an attempt by a third party to harm the person likely?
Yes/No

Has the person previously required restraint while being transported?
Yes/No

Is the person required to take prescribed medication before or during the flight?
Yes/No

May it be necessary to handcuff the person at any stage of the flight?
Yes/No

Has the person a history of self harm?
Yes/No

Are additional security measures necessary for embarkation and disembarkation?
Yes/No

Do law enforcement authorities (other than an authority represented by the escort) intend to apprehend the person at the destination port?
Yes/No

Note: Where any of the above questions have been answered in the affirmative, please provide details on a separate page to be faxed with this sheet

Signature of Requesting Officer
Date
Carriage Approved
Date

*No more than a total of two (2) Persons in Custody may be carried on any one aircraft without an instrument from the Department of Transport and Regional Services.

** Escort(s) must be acceptable to the Group General Manager, QANTAS Security and Investigation Services or his appointed nominee

Person in Lawful Custody means:
• A person who is in custody for the purpose of ensuring that the person is removed from Australia under the Migration Act 1958, or
• Is a person compelled to be taken from one place to another, in accordance with the laws of Australia