



EDMONTON POLICE SERVICE

REPORT TO THE EDMONTON POLICE COMMISSION

DATE: 2019 APR 23

SUBJECT: 2018 Criminal Flight Event Annual Report

RECOMMENDATION(S):

That this report be received for information.

INTRODUCTION:

The EPS Training Section conducts an annual review of criminal flight events. The data analysis is to enable a better understanding of criminal flight event factors and results. Ultimately this information can be referred to when making decisions regarding policy changes, training and preferred techniques.

BACKGROUND:

The EPS captures criminal flight data through EPROS and by completion of Criminal Flight Event reports.

COMMENTS/DISCUSSION:

In 2018 there were a total of 850 reported Criminal Flight Events where reports were received.

Of the 850 Criminal Flight Events reported in 2018, 165 involved EPS prevention attempts, 228 included an EPS Criminal Flight Response (CFR), and 300 events resulted in arrests.

The EPS is continuing efforts to address the growing frequency of criminal flights. In 2018 EPS has shown an improved policy compliance of 92.6% (86% in 2017). In addition EPS has recognized the need for additional formalized training and has implemented Tier 1 and Tier 2 Criminal Flight mitigation tactics specialists training. To

date, there have been 314 members trained with 120 of those members receiving both Tiers of training. The training is continuing in to 2019.

CONCLUSION:

Criminal Flight Events are inherently high risk activities. The primary concern is public and officer safety and this must be continually assessed against the unique circumstances of each event.

In recent years, the frequency of Criminal Flight Events has been increasing. In 2018 the numbers were slightly lower (-11 or a 1.8% reduction) which may be attributed to increased criminal flight oversight, additional training and the assistance of specialized units (Auto theft).

The EPS has recently been responding to this trend by improving reporting methods, developing clear policies and procedures, exploring new mitigation strategies, and delivering training.

ADDITIONAL INFORMATION ATTACHED:

1. 2018 Criminal Flight Events Summary Report
2. CFE 2018 PowerPoint Presentation

Written By: Inspector Trevor Hermanutz,
Professional Development Branch



Reviewed By: A/Exec. Director Corrina Chetley-Irwin,
Human Resources Division



Approved by: A/Deputy Chief Chad Tawfik,
Corporate Services Bureau



2019.04.24

Chief of Police: Chief Dale McFee



Al Murphy
Acting Chief of Police

19 APR 25

Date: _____



EPS Criminal Flight Events Summary Analysis

2018

Prepared for the Edmonton Police Commission

**Edmonton Police Service
Training Section**

April 22, 2019

Definitions

Criminal Flight: Occurs when it is perceived that a driver is evading police

Criminal Flight Event (CFE): Encompasses all activities related to an actual or potential criminal flight occurrence including:

- The criminal flight itself, regardless of whether or not a criminal flight response was initiated;
- A criminal flight response;
- Any terminated criminal flight response; and
- The application of vehicle intervention tactics

Criminal Flight response (CFR): Occurs when any police officer, with the exception of Flight Operations, follows a vehicle that is evading, or perceived to be evading police.

Tier 1 Criminal Flight Mitigation Tactics Specialists:

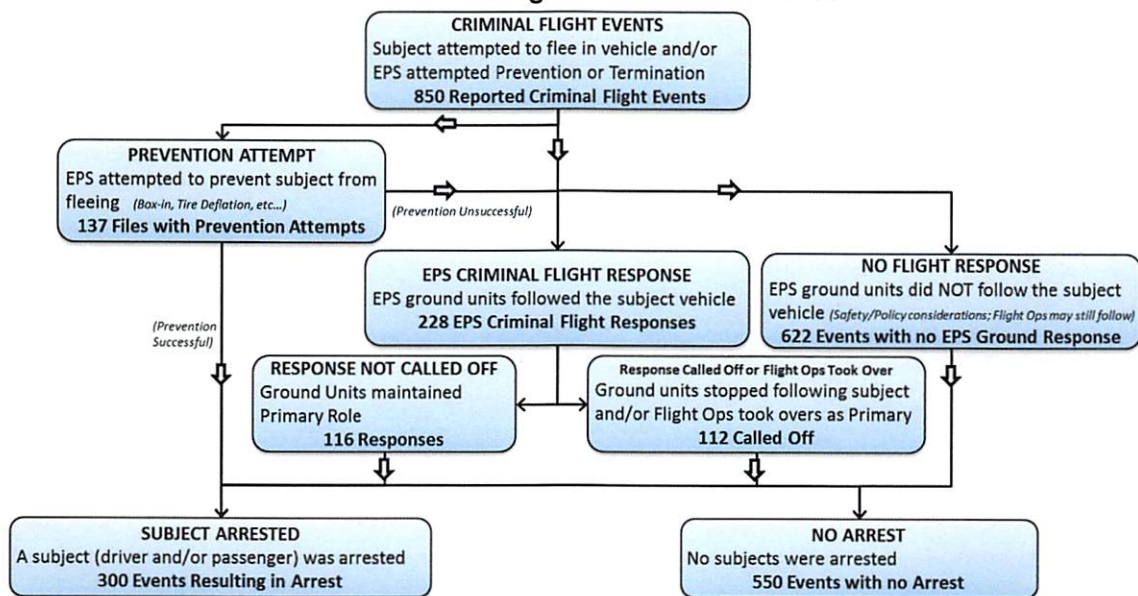
The Tier 1 CFMT specialist is certified in the operation of three Criminal Flight Prevention tactics: Tire Deflation Devices, Stationary Box-In and Stationary Pin.

Tier 2 Criminal Flight Mitigation Tactics Specialists:

The Tier 2 CFMT is a Tier 1 Specialists with extra intervention training. The training provided to Tier 2 operators includes moving box-ins, Deliberate Vehicle Contact and the Precision Immobilization Technique (PIT).

2018 Criminal Flight Summary

2018 Criminal Flight Events – At a Glance



Summary: Criminal Flight Events and EPS Response, 2017 and 2018			
Category	2017	2018	Change
Total Criminal Flight Events	1034	1023	- 11
Criminal Flight Event Forms Received	998	850	-148
EPS Prevention Tactic (# of files)	121	137	+ 16
EPS Criminal Flight Response	244	228	- 52
Criminal Flight Events where a Subject Arrested	354	300	- 54
CFE Form Not Received/Outstanding	36	173	+137

2018 Key Findings

The number of total identified Criminal Flight Events in 2018 was very similar to 2017, with a decrease of 11 events (-1.1%). The number of completed reports received at the time of writing of this report was lower (850 compared to 998), although measures have been taken to follow-up on the files without submitted forms.

This report contains information and comparisons on the events where forms were received and information is available.

Some key findings from 2018:

- The EPS initiated a response in 26.8% of 2018 Criminal Flight Events (228 events), compared to 24.4% in 2017 (244 events.) This decreased response rate is likely due to greater member policy awareness (responding only when appropriate) and more consistent reporting of non-responses.
- In Edmonton, reported stolen vehicles decreased for the first time in four years, resulting in a slight decrease of -1.8% from 2017 to 2018. In 2018, 23.6% of Criminal Flight Events involved a vehicle confirmed as stolen or displaying a stolen license plate.
- **Increase in Criminal Flight Preventions**
 - There was a slight increase in EPS Prevention Attempts (+16 events).
 - A technique was successful in 137 of the 142 attempts (97.2%). The most common prevention technique used was a vehicle box-in.
- **Short Duration of Criminal Flight Events**
 - Of the 850 Criminal Flight Events, 657 (77.3%) lasted 1 minute or less. In 2017, 729 (73%) of CFE's lasted 1 minute or less.
 - Short durations limit the opportunity for Flight Operations involvement. Flight Operations was involved in 132 Criminal Flight Events (15.5% of all events.)
 - When Flight Operations is involved there is a 86.4% driver apprehension rate.
- **Outcomes**
 - In 167 of 228 (73.2%) of Criminal Flight Responses the EPS ground response self-terminated, were called off or additional resources (such as Flight Operations or Surveillance) took over. A response will be called off for public or officer safety concerns, or to adhere to policy.
 - Ninety-five (95) Criminal Flight Events involved collisions (not including deliberate contact.) Of those 71 (or 74.7%) occurred while the EPS vehicle

was responding or still engaged with the subject vehicle. The remaining 24 collisions occurred either prior to EPS arrival at the call or after the EPS ground units had disengaged.

- There were two collisions resulting in major injury (requiring hospitalization), and one fatal collision.
- In the fatal collision, the fleeing suspect vehicle drove into a utility pole as the members were terminating the Criminal Flight Response.
- An arrest was made in 300 events (a decrease of - 54 events from 2017.)

- **Developments in 2018**

- In late 2017, the Police Vehicle Operations (PVO) Auditor position was transitioned into a Driver Training Unit Sergeant's position within Training Section. 2018 was the first complete year that Driver Training Unit maintained oversight of Criminal Flight Events
 - In 2017, Driver Training Unit created the Tier 1 and Tier 2 Intervention Specialist Program. This develops the skills of specially trained member who can respond and implement prevention or intervention techniques.
 - The implementation of a streamlined electronic form simplified reporting and significantly reduced administrative time. 2018 represents the second full year of using this new form.
- The Driver Training Unit continued to influence EPS handling of Criminal Flight Events through ongoing training, oversight and follow up.
- We continue to see improved awareness of policy and procedure: Criminal Flight events were found to be compliant with policy 92.6% of the time in 2018, an increase from 86% in 2017.
 - Comprehensive supervisor oversight means that the vast majority of procedural concerns are addressed at the divisional level.

Improvements in policy compliance and supervisory follow-up suggest that divisional outreach and member education is having a positive effect on EPS handling of Criminal Flight Events. The EPS continues to monitor these occurrences for trends and developments, as well as following advancements in best practices and technology. In doing so, the EPS strives to mitigate risk to the citizens of Edmonton.



EPS Criminal Flight Event Analysis 2018 Annual Report

Edmonton Police Commission

Inspector Trevor Hermanutz
Professional Development Branch



2018 CFE Annual Report

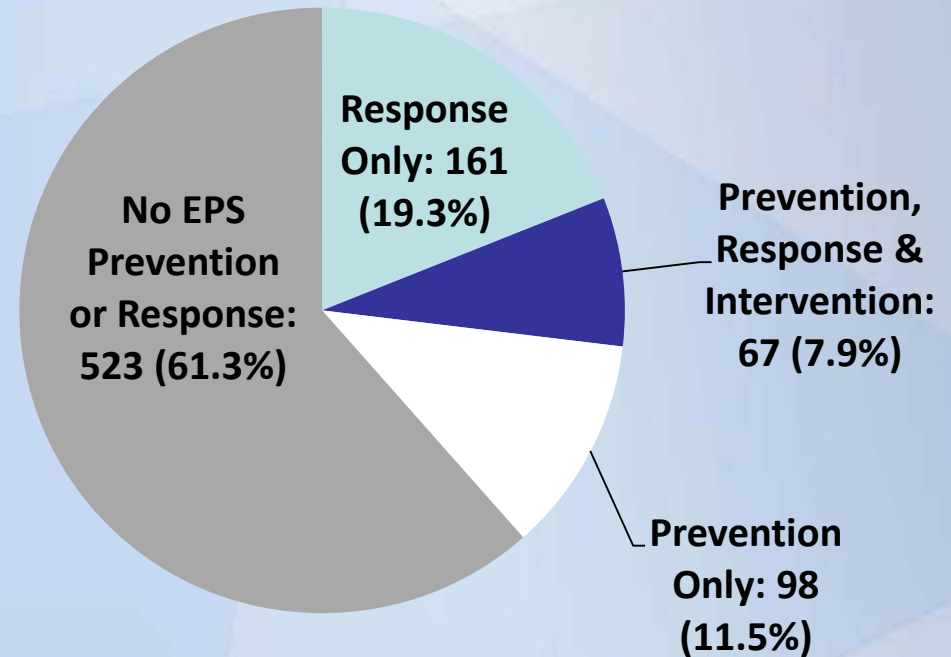
- What is a Criminal Flight Event?
- What is a Criminal Flight Response?
- What is a Prevention/Intervention Tactic?



2018 CFE Annual Report

- 850 reported Criminal Flight Events
- 228 events with Criminal Flight Responses

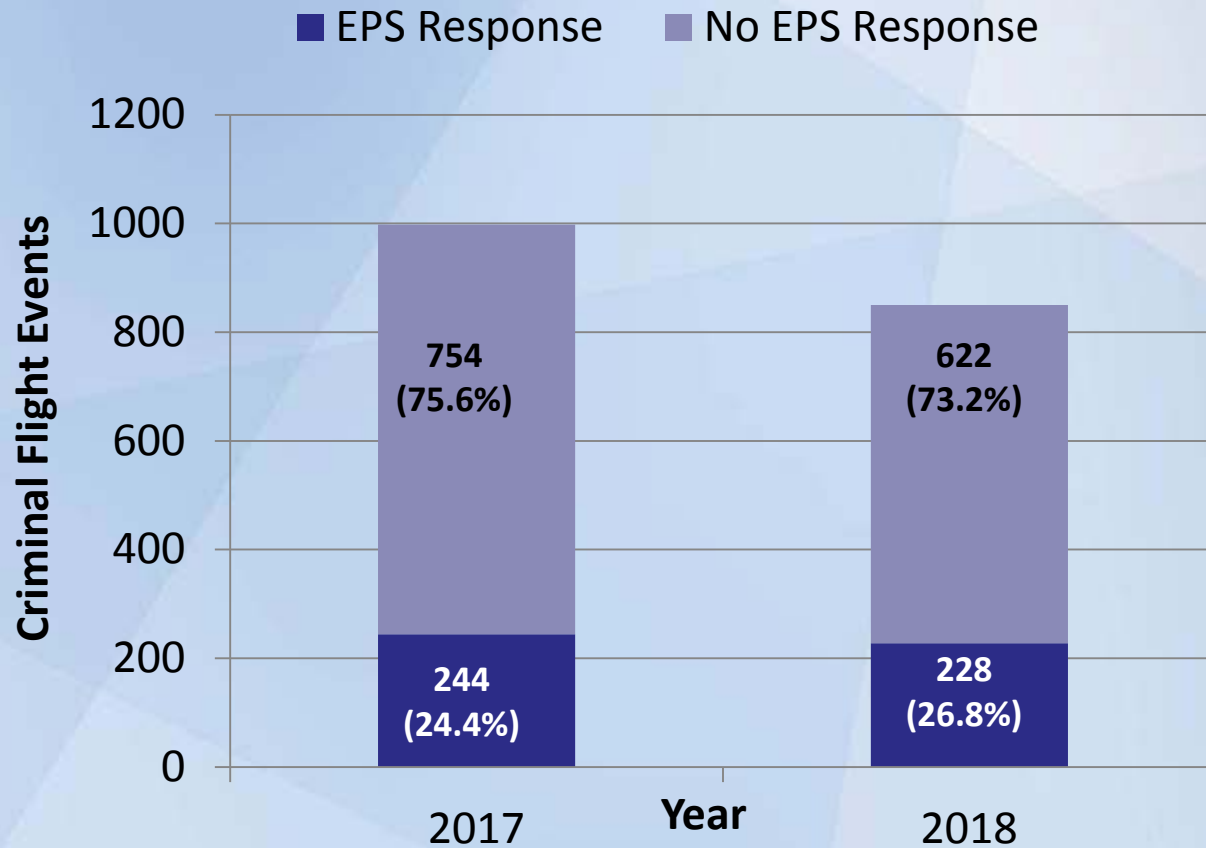
Criminal Flight Events by Type, 2018





2018 CFE Annual Report

Criminal Flights: EPS Response Rate 2017 and 2018





2018 CFE Annual Report

- 300 (35.3%) of CFEs resulted in arrest
 - This includes arrests where no CFR occurred
- 95 Criminal Flight Events involved collisions before/after/during (up 20%)
 - Two major injury collision and one fatality



2018 CFE Annual Report

- 2018-Improved policy compliance (92.6%)
- EPS implemented additional CFE mitigation tactic training
- 2017 – Implementation of electronic form
- 2017 – Transition of oversight from Traffic & Forensic Services to Training Section



Questions?