



EDMONTON POLICE SERVICE

REPORT TO THE EDMONTON POLICE COMMISSION

DATE: 2024 April 16

SUBJECT: EPS Criminal Flight Events Analysis - 2023

RECOMMENDATION(S):

That this report be received for information and the Committee approve the full presentation to proceed to the Committee of the Whole.

BACKGROUND:

This report will provide an overview of the 2023 Criminal Flight Events as tabulated by EPS Training Section.

ADDITIONAL INFORMATION ATTACHED:

Attachment 1 – 2023 Criminal Flight Report – Prepared for the EPC
Attachment 2 – 2023 EPS Criminal Flight Event Analysis PowerPoint Presentation

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Date: Apr 18 / 2024


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EPS Criminal Flight Events Summary Analysis

2023

Prepared for the Edmonton Police Commission

Edmonton Police Service
Police Training Branch

March 13, 2024

Definitions

When a subject in a vehicle flees from the police the Edmonton Police Service (EPS) defines this action as a **Criminal Flight**. An EPS officer may attempt to prevent a subject vehicle from fleeing, defined as a **Prevention Attempt**, or follow in their police vehicle instituting what is called a **Criminal Flight Response**. A **Criminal Flight Event** is an event that involves one or more of the above situations.

Criminal Flight

A Criminal Flight is Subject initiated and occurs when it is perceived by a Police Officer that a driver is evading police.

Criminal Flight Event (CFE)

An EPS definition which 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 a successful Prevention Tactic.

Criminal Flight Response (CFR)

Occurs when police ground units initiate following a suspect vehicle engaged in Criminal Flight. EPS policy provides members with several criteria which must be present for the member to engage in a Criminal Flight Response.

Criminal Flight Event Termination

The act of Terminating any contact with the subject vehicle.

Members must turn off emergency equipment, break visual contact with the subject vehicle, and indicate that they have done so. The member must then remain stopped and await direction from the CFE Supervisor.

Criminal Flight Mitigation Tactics

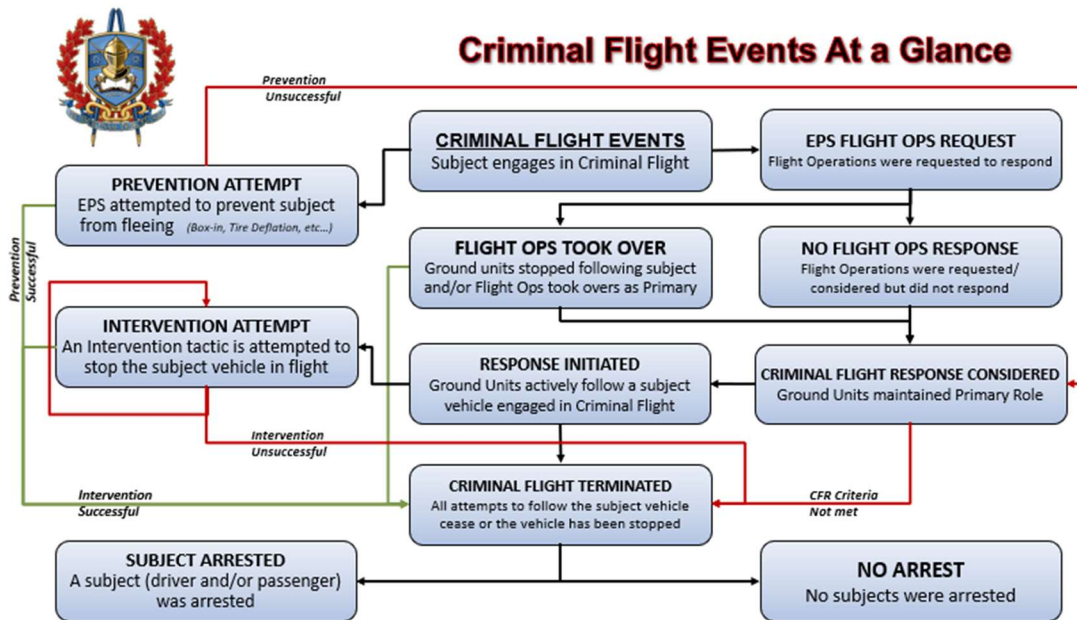
Any act by a member that attempts to prevent or terminate a Criminal Flight Event. There are two categories of Criminal Flight Mitigation Tactics:

Prevention Tactics

Intended to prevent a Criminal Flight from occurring when the member has reason to believe the subject vehicle will engage in a Criminal Flight.

Intervention Tactics

A tactic deployed against a vehicle engaged in Criminal Flight with the intention to stop the vehicle and the Criminal Flight Event.



The Edmonton Police Service has authored a Policy and Procedure for the management of Criminal Flight Events where the primary concern is the safety of the Public, the Police, and the occupants of the subject vehicle. Consistent with this mission, Prevention of an Event is the first considered option.

EPS procedure states that a qualified Supervisor obtains command of the Event as soon as possible, including when suspicion exists that a subject vehicle may enter into criminal flight but has not yet initiated the evasive action to define a criminal flight. Once involved, the CFE Supervisor identifies a mission over the radio and voices all approved tactics and other police action.

In the majority of Criminal Flight Events, the first action of the Primary member or CFE Supervisor is to request Flight Operations and Covert Surveillance units to assist with monitoring the subject vehicle. The purpose of this action is to alleviate the risks associated with a CFE and bring the occurrence to a safe conclusion.

The EPS maintains that the best way to manage a Criminal Flight is to prevent it from happening in the first place. Therefore, in the overwhelming amount of Criminal Flight Events, EPS members choose not to engage with a vehicle in flight to mitigate the risk of a continued response. When an opportunity to initiate a prevention tactic safely becomes available, the CFE Supervisor can authorize a certified EPS member to initiate that tactic to end the Event before a flight can take place.

In the events where a Response or Intervention tactics are authorized and attempted, certain criteria must be met to ensure that the risk posed by the subject vehicle in flight is not outweighed by the Police response to the flight. The Policy is written in such a way

that a CFE Supervisor must terminate any police response to a CFE unless it is the best interest of safety that Police engage the subject overtly to end the CFE.

To be authorized to initiate a Criminal Flight Response or deploy an Intervention tactic, EPS members must ensure that a criminal offence has or is about to be committed by the subject vehicle’s occupants. For this criterion, the offence of Criminal Flight alone cannot be used as justification. Members must also consider the severity of the offence in the context of the CFE. Once this criterion has been met, members must consider all other options (identify the offender, remote vehicle shut down, etc...) and determine them to have been tried, or likely to be ineffective in the circumstance AND ensure that the considered CFR or Intervention tactic will not create any more risk than the Criminal Flight itself. Only if all these criteria have been met can a CFE Supervisor authorize a certified EPS member to initiate these tactics.

This policy, and associated procedures, ensures that the EPS only engage overtly with a subject vehicle in flight in the most urgent Events where the actions of the subject vehicle must be stopped to avoid death or serious injury.

2023 Criminal Flight Summary

Category	2021	2022	2023	Change
Criminal Flight Event Forms Received	875	646	534	-112
EPS Criminal Flight Responses	179	145	98	-47
EPS Prevention Attempts (# of files)	123	119	121	+2
Criminal Flight Events where a Subject Arrested	322	240	239	-1

2023 Key Findings

- ◆ **Decrease in Criminal Flight Events**
 - Reported Criminal Flight Events decreased by 17.3% (-112) from 2022.
 - The total Criminal Flight Event forms received in 2023 was 534, compared to 646 in 2021.
 - The total Events where a Criminal Flight Response was initiated decreased by forty-seven (47) in 2023.
 - The number of events involving Criminal Flight Prevention Tactics have increased from 14.1% in 2021 to 18.4% in 2022 and to 22.7% in 2023.
 - Criminal Flight Event files where at least one subject was not arrested reduced from 62.8% in 2022 to 55.2% in 2023.

2023 Key Findings continued

- ◆ **An increase in Criminal Flight Prevention Tactics attempted**
 - The number of events with Criminal Flight Prevention Tactics have increased from 14.1% in 2021 to 18.4% in 2022 and to 22.7% in 2023.
 - There were 129 Criminal Flight Events with at least one Prevention Attempt, a total of 137 Prevention tactic attempts were reported across these events. Of these attempts, 132 were successful (96.4%).

- ◆ **Attempted Intervention Tactics decreased in 2023**
 - The number of events with Criminal Flight Intervention Tactics have decreased from 38 (4.3%) in 2021 to 42 (6.5%) in 2022 and to 37 (6.9%) in 2023.
 - A total of 59 Intervention tactic attempts were reported. Of these attempts, 54 were successful (91.5%).

- ◆ **Short Duration of Criminal Flight Event**
 - Of the 534 Criminal Flight Events, 403 (75.5%) lasted 1 minute or less.
 - Short durations limit the opportunity for Flight Ops involvement. Flight Ops was involved in 101 Criminal Flight Events (18.9% of all events). This percentage has decreased from 21.6% in 2021 to 18.9% in 2022.

- ◆ **Outcomes**
 - Thirty-Seven (37) Criminal Flight Events involved collisions (not including deliberate contact) out of which 29 were collisions during event and 8 collisions outside event.
 - There were 4 collisions resulting in a major injury (requiring hospitalization), and no fatal collision.
 - The Operator of the vehicle was arrested in 156 Events (29.2% in 2023, 24.5% in 2022, 21.1% in 2021). Both operator and passengers were arrested in 74 events in 2023 (13.9%).
 - Criminal Flight events were found to be compliant with policy 93.4% of the time in 2023, an increase of 3.5% compared to 2022.

EPS Criminal Flight Event Analysis

2023 Annual Report

Presented for Information
Edmonton Police Commission

Inspector Brian SINCLAIR
Staff Sergeant Joe TASSONE



2023 CFE Annual Report

Agenda:

1. Criminal flight explanation
2. Criminal flight responses
3. Criminal flight mitigation
4. Criminal flight statistics

REPORT HIGHLIGHTS

- Criminal flights are down
- Arrests are holding steady
- Mitigation techniques are working



What is a Criminal Flight Event (CFE)?

EPS terminology that covers:

- a criminal flight, regardless of whether or not a criminal flight response was initiated.
- a criminal flight response.
- any terminated criminal flight response.
- the application of a successful prevention tactic.

Criminal Flight Response

Subject Initiated

A criminal flight occurs when it is perceived by a police officer that a driver is evading police.

- police do not have to direct a vehicle to stop for flight to occur.
- a criminal flight does not have to occur for an event to be considered a criminal flight event.

Criminal Flight Response

Police Initiated

- a criminal flight response occurs when EPS ground units follow a suspect vehicle engaged in criminal flight.
- EPS policy provides members with several criteria which must be present for a CFR to be initiated.

Criminal Flight Mitigation Tactics (CFMT)

Any act by a member that attempts to disadvantage the subject to prevent or terminate a CFE.

Prevention: a tactic deployed on a subject vehicle to prevent it from entering into a criminal flight.

Intervention: a tactic deployed against a subject vehicle involved in a criminal flight.

CFMT Prevention Tactics

A CFMT prevention tactic is any tactic deployed with the intent of preventing a criminal flight from occurring.

- prevention tactics are most often deployed against stationary vehicles.
- prevention tactics are pre-authorized by a CFE Supervisor and deployed by certified CFMT Tier 1 operators.

CFMT Intervention Tactics

A CFMT intervention tactic is used with the intent to stop and contain the subject vehicle.

- most often deployed against vehicles in motion.
- some of the most high risk events conducted by the EPS.
- pre-authorized by a CFE Supervisor.
- deployed by Certified CFMT Tier 2 operators.

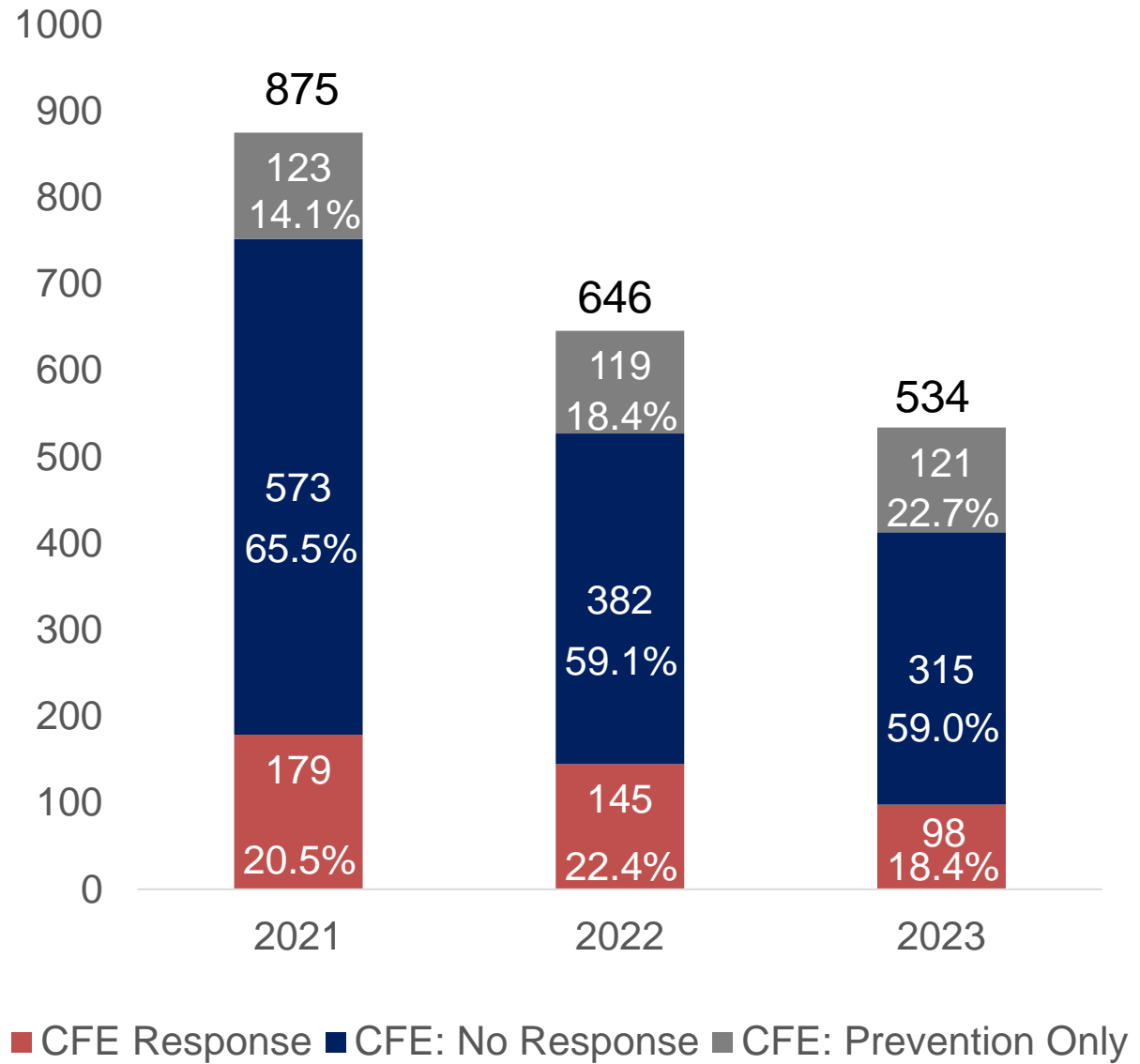
2023 CFE Events and Responses

534 reported criminal flight events

98 criminal flight responses initiated

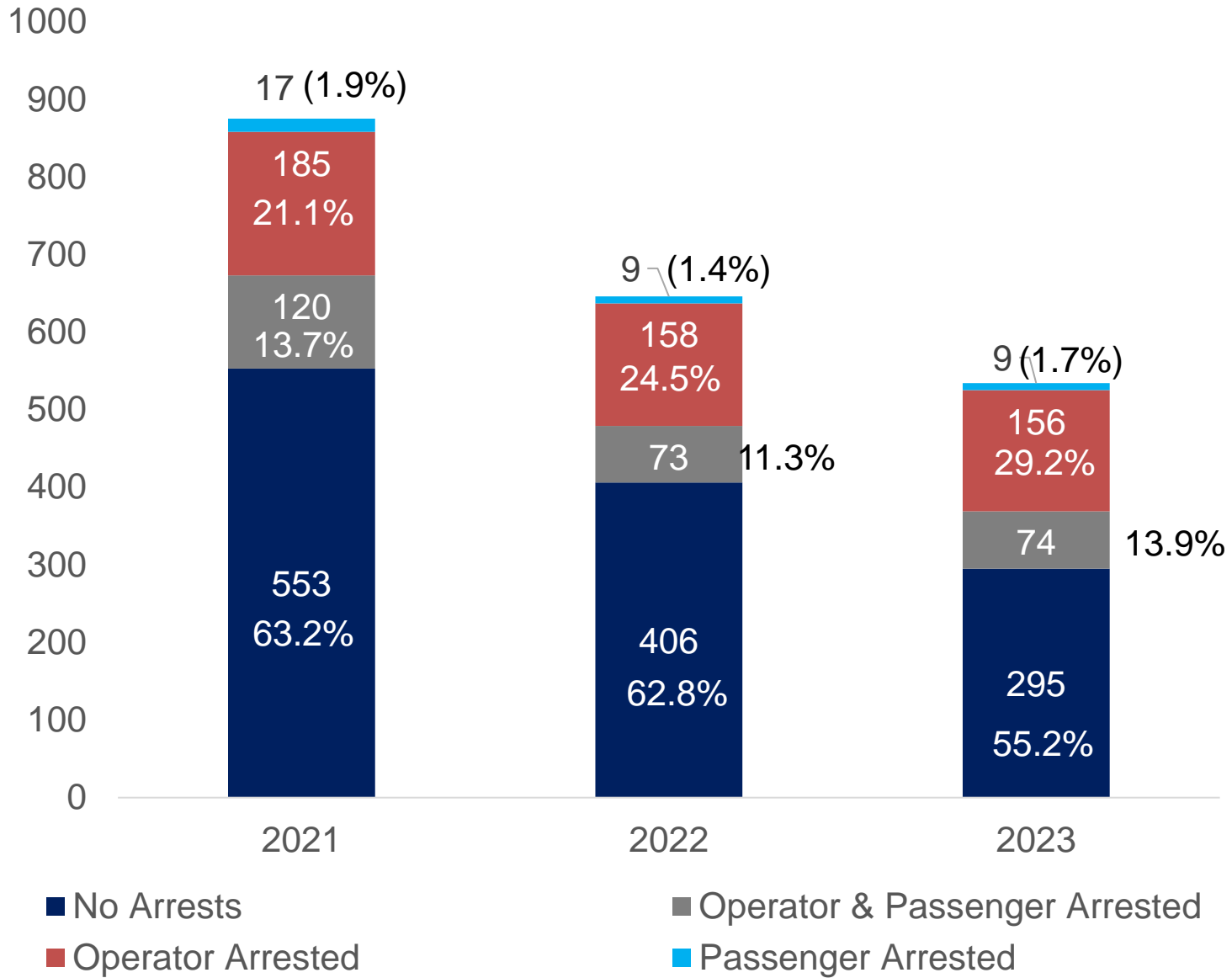
Criminal Flight Response

By Year



Criminal Flight Events

Arrested Subjects



Questions

