



# EDMONTON POLICE SERVICE

## REPORT TO THE EDMONTON POLICE COMMISSION

DATE: 2023 April 12

SUBJECT: EPS Criminal Flight Events Analysis - 2022

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### 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 2022 Criminal Flight Events as tabulated by EPS Training Section.

### ADDITIONAL INFORMATION ATTACHED:

Attachment 1 – 2022 Criminal Flight Report – Prepared for the EPC  
Attachment 2 – 2022 EPS Criminal Flight Event Analysis PowerPoint Presentation


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Date:   
April 21/23



# EPS Criminal Flight Events Summary Analysis

2022

Prepared for the Edmonton Police Commission

Edmonton Police Service  
Police Training Branch

April 13, 2022

## 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:

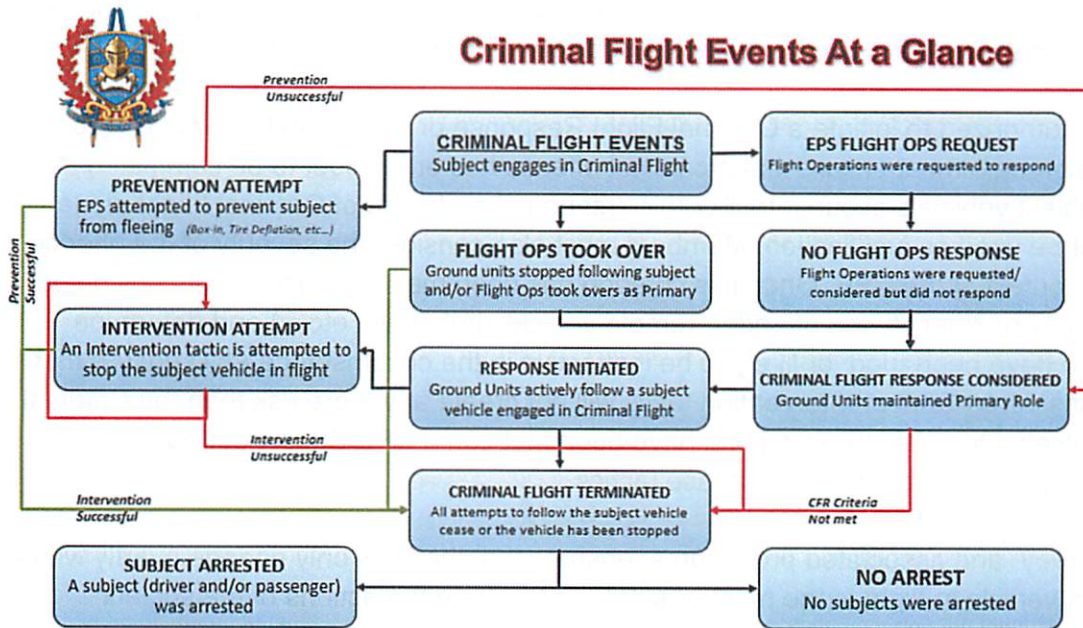
#### **Prevention Tactics**

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.

### 2022 Criminal Flight Summary

Category	2020	2021	2022	Change
Criminal Flight Event Forms Received	832	875	646	-229
EPS Criminal Flight Responses	166	179	145	-34
EPS Prevention Attempts (# of files)	112	144	129	-15
Criminal Flight Events where a Subject Arrested	344*	322	240	-82

*\*The 2020 report indicated that 494 CFE files resulted in at least one arrest. This number was revised to 344. The discrepancy in numbers may be attributed to subsidiary forms submitted on the same event.*

### 2022 Key Findings

- ♦ **Decrease in Criminal Flight Events**
  - Reported Criminal Flight Events decreased by 26.1% (-229) from 2021.
  - The total Criminal Flight Event forms received in 2022 was 646, compared to 875 in 2021.
  - The total Events where a Criminal Flight Response was initiated decreased by thirty-four (34) in 2022.
  - The number of events involving Criminal Flight Prevention Tactics have increased from 11.5% in 2020 to 14.1% in 2021 and to 18.4% in 2022.
  - Criminal Flight Event files where at least one subject was arrested reduced from 63.2% in 2021 to 62.8% in 2022.



## 2022 Key Findings continued

- ♦ **An increase in Criminal Flight Prevention Tactics attempted**
  - The number of events with Criminal Flight Prevention Tactics have increased from 11.5% in 2020 to 14.1% in 2021 and to 18.4% in 2022.
  - There were 129 Criminal Flight Events with at least one Prevention Attempt, a total of 141 Prevention tactic attempts were reported across these events. Of these attempts, 132 were successful (93.6%).
  
- ♦ **Attempted Intervention Tactics decreased in 2022**
  - The number of events with Criminal Flight Intervention Tactics have decreased from 81 (4.9%) in 2020 to 79 (4.3%) in 2021 and to 63 (6.5%) in 2022.
  - A total of 63 Intervention tactic attempts were reported. Of these attempts, 57 were successful (90.47%).
  
- ♦ **Short Duration of Criminal Flight Event**
  - Of the 646 Criminal Flight Events, 499 (77.2%) lasted 1 minute or less. This percentage has increased from 75.8% in 2021 and 75.0% in 2020.
  - Short durations limit the opportunity for Flight Ops involvement. Flight Ops was involved in 122 Criminal Flight Events (18.9% of all events). This percentage has decreased from 21.6% in 2021 and 22.2% in 2020.
  
- ♦ **Outcomes**
  - Forty-Three (43) Criminal Flight Events involved collisions (not including deliberate contact) out of which 41 were collisions during event and 2 collisions outside event.
  - There was one collision resulting in a major injury (requiring hospitalization), and no fatal collision.
  - The Operator of the vehicle was arrested in 158 Events (24.5% in 2022, 21.1% in 2021, 19.4% in 2020). Both operator and passengers were arrested in 73 events in 2022 (11.3%).
  - Criminal Flight events were found to be compliant with policy 89.8% of the time in 2022, a decrease of 3.1% compared to 2021.

# EPS Criminal Flight Event Analysis

2022 Annual Report

Presented for Information  
Edmonton Police Commission

July 20, 2023

S/Sgt. Joe Tassone

Sgt. Gerard Forde



# 2022 CFE Annual Report

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



# Criminal Flight Event (CFE)

A CFE is 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

## *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.

*The EPS definition of Criminal Flight differs from the Criminal offence of Flight from a Police Officer in the Criminal Code of Canada*

# Criminal Flight Response (CFR)

## *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 the vehicle 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 to prevent 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 any tactic deployed against a vehicle engaged in Criminal Flight with the intent to stop and contain the subject vehicle.

- Intervention Tactics are most often deployed against vehicles in motion.
- Intervention Tactics represent some of the most high risk Events conducted by the EPS.
- Intervention Tactics are pre-authorized by a CFE Supervisor and deployed by Certified CFMT Tier 2 Operators.



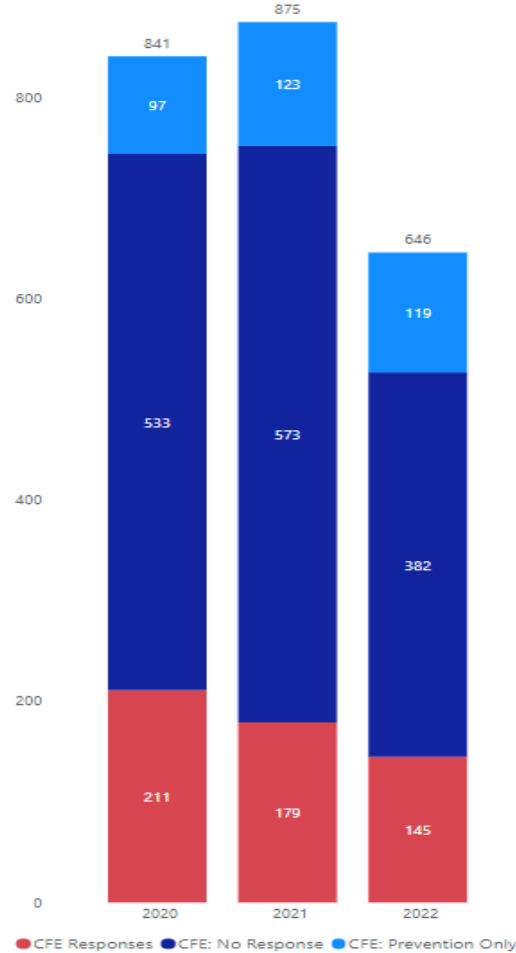
# 2022 CFE Events and Responses

- 646 reported Criminal Flight Events
- 145 Criminal Flight Responses initiated

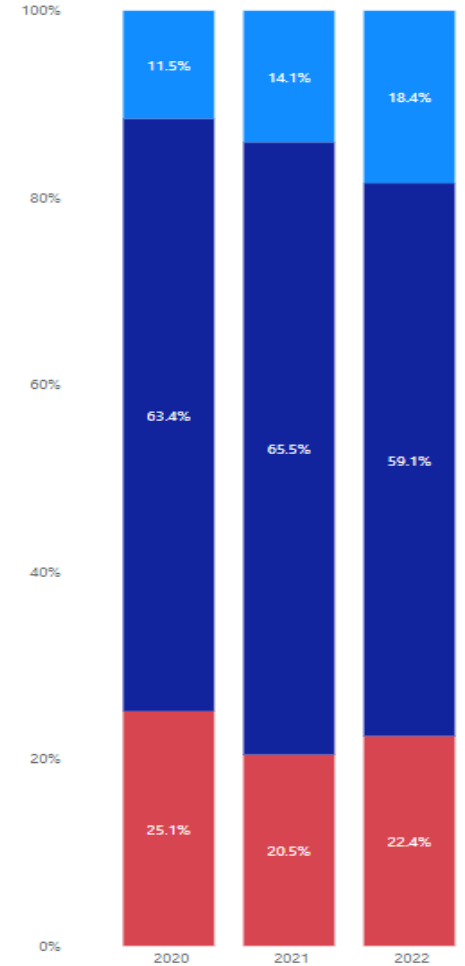
# Criminal Flight Response

By Year

Criminal Flight Event Forms Received by Year

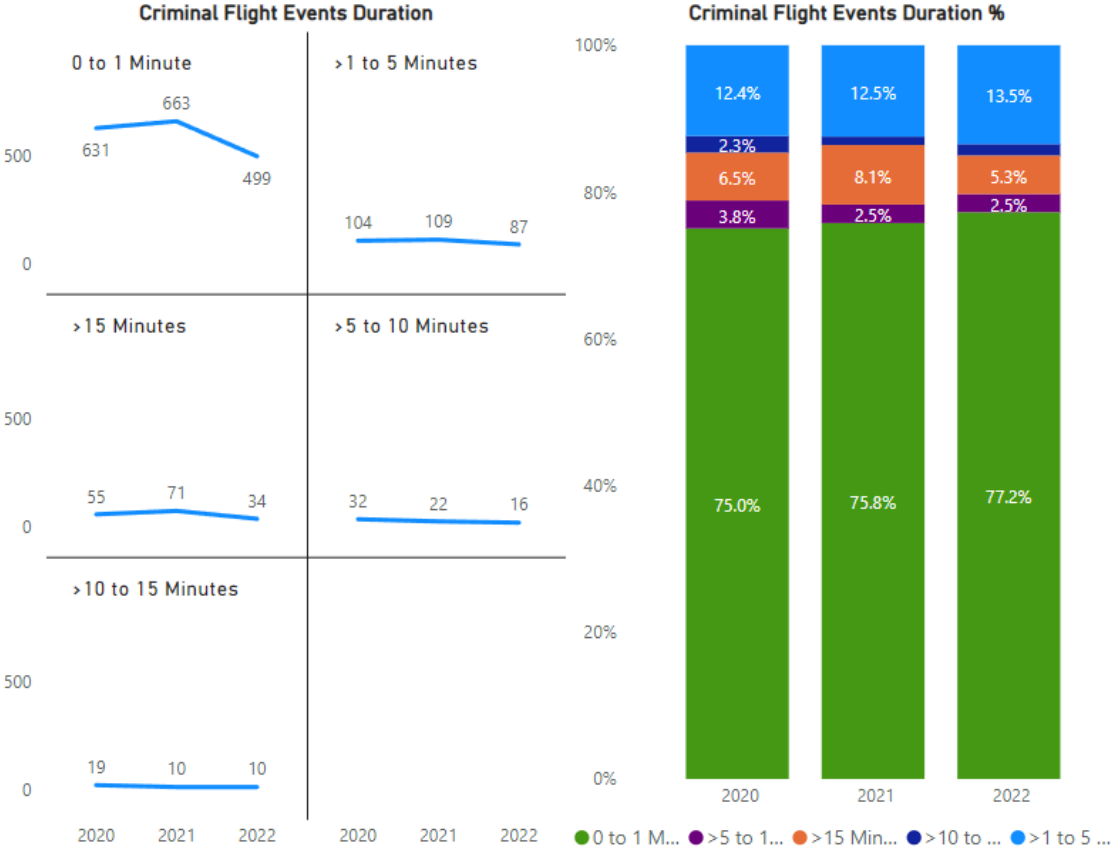


Criminal Flight Event Response %



# Criminal Flights Events

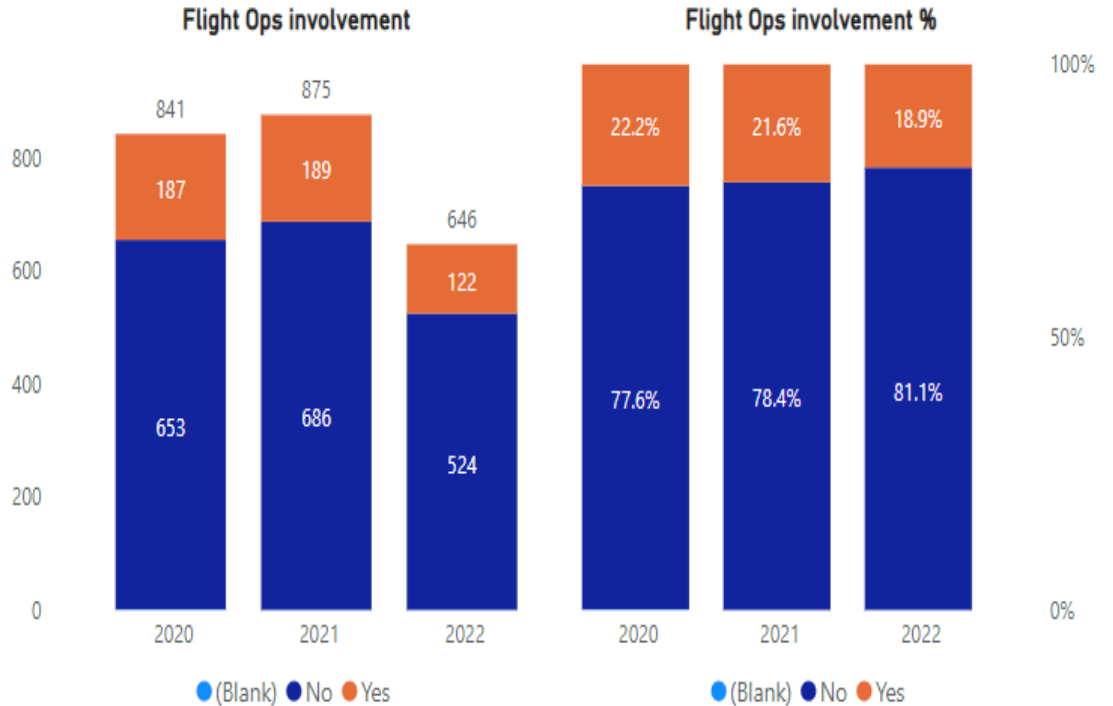
By Duration & Year





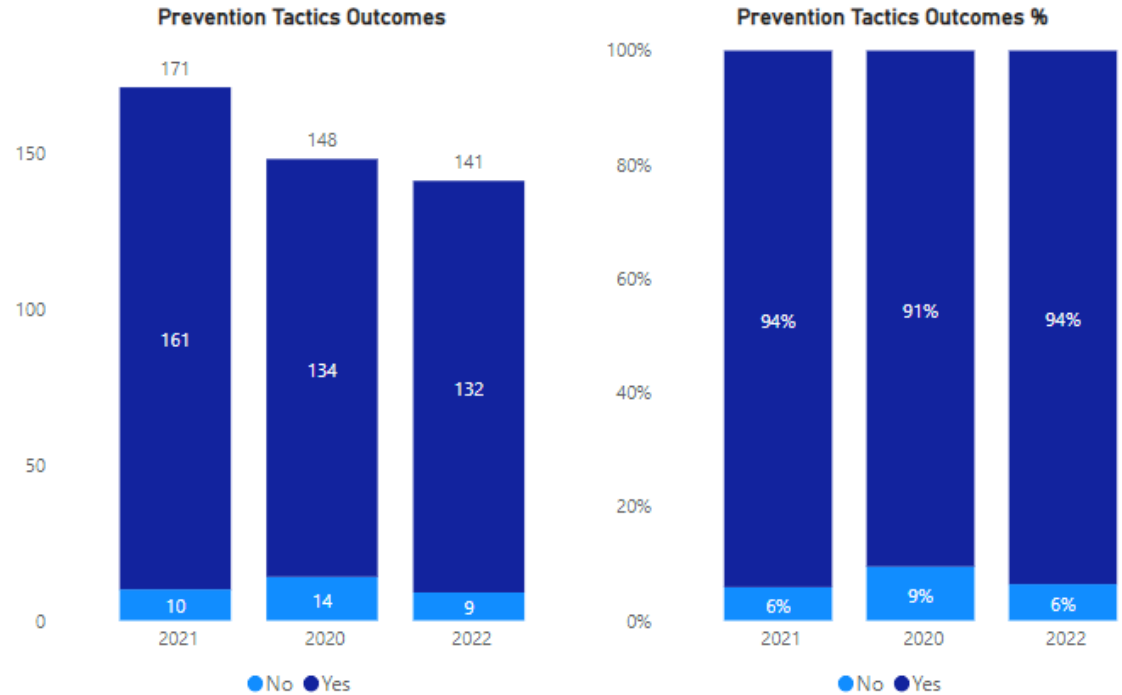
# Criminal Flights Events

## Flight Ops



# Criminal Flights Events

## Prevention Tactics



**Unsuccessful – No, Successful - Yes**

# Criminal Flights Events

## Intervention Tactics

Intervention Tactics by Success Rate

Occurrence Year Intervention Attempt Type	2020			2021			2022		
	#	>	%	#	>	%	#	>	%
DVC - Box-in	19	18	94.7	13	13	100.0	13	13	100.0
DVC - PIN	11	11	100.0	7	6	85.7	3	3	100.0
DVC - PIT	3	3	100.0	14	14	100.0	10	9	90.0
Tire Deflation	48	38	79.2	45	41	91.1	37	32	86.5
<b>Total</b>	<b>81</b>	<b>70</b>		<b>79</b>	<b>74</b>		<b>63</b>	<b>57</b>	

# - Number of deployment attempts

> - Number of successful attempts

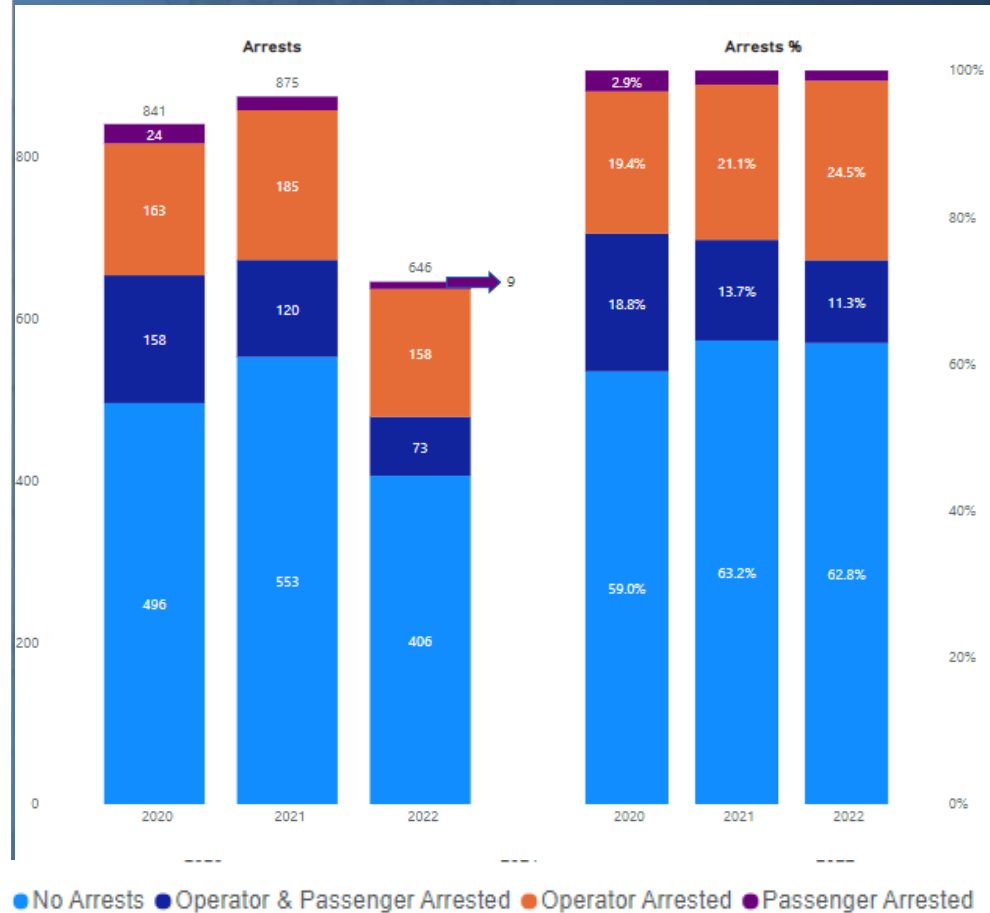
% - Success rate

DVC – Direct Vehicle Contact



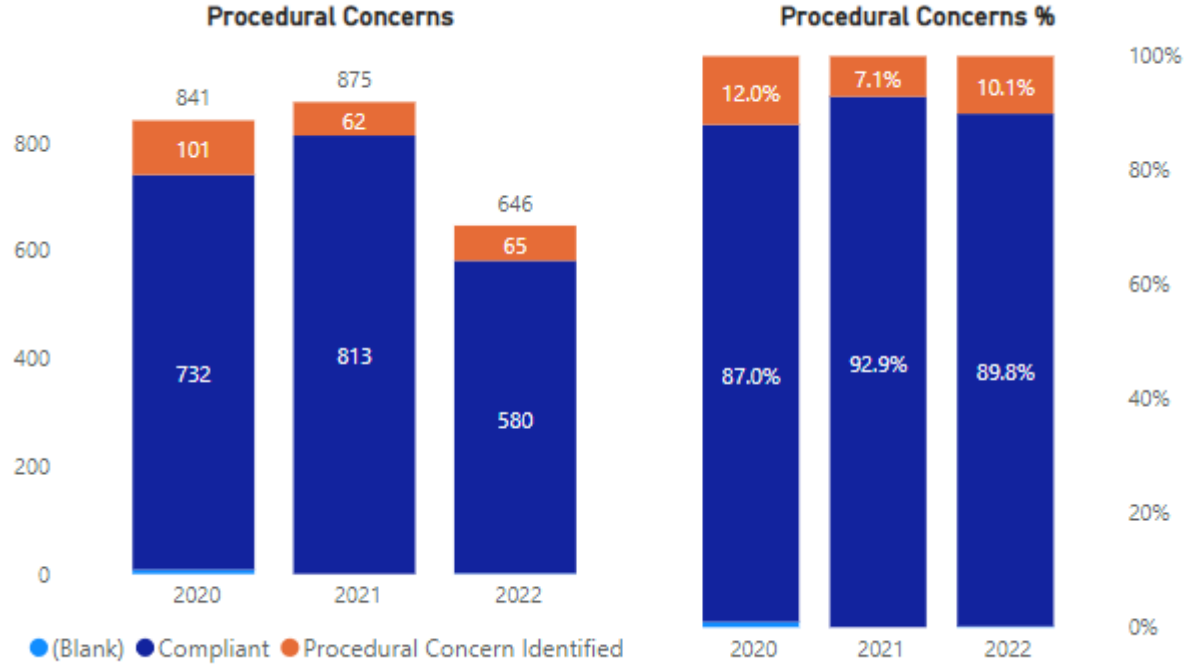
# Criminal Flights Events

Arrested Subjects



# Criminal Flights Events

## Procedural Compliance



QUESTIONS?



THANK YOU

