



## EDMONTON POLICE SERVICE

### REPORT TO THE EDMONTON POLICE COMMISSION

DATE: 2019 APR 08

SUBJECT: 2019 Criminal Flight Event Annual Report

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#### 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 2019 there were a total of 705 reported Criminal Flight Events where reports were received.

Of the 705 Criminal Flight Events reported in 2019, 118 involved EPS prevention attempts, 211 included an EPS Criminal Flight Response (CFR), and 288 events resulted in arrests.

The EPS is continuing efforts to address the frequency and risk surrounding criminal flights. In 2019 EPS has continued the training and education with the Tier 1 and Tier 2 Criminal Flight mitigation tactics specialists training program. To date, there have been 278 members trained with 60 of those members receiving both Tiers of training. The

training will continue in 2020 however due to the COVID-19 pandemic, all 2020 spring courses have been cancelled and training will hopefully resume as soon as possible.

**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 2019 the numbers were lower (-145 or a 17.1% reduction) which may be attributed to increased criminal flight oversight, continued education and training.

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. 2019 Criminal Flight Events Summary Report
- 2. CFE 2019 PowerPoint Presentation

**Written By:** Inspector Trevor Hermanutz,  
Professional Development Branch

**Reviewed By:** Exec. Director Darren Eastcott,  
Human Resources Division

**Approved by:** Deputy Chief Darren Derko,  
Corporate Services Bureau

Forward to the Chief. Once the Chief has reviewed information is recommended to be shared with Chief's Committee and EPC Governance

**Chief of Police:** Chief Dale McFee

**Date:** \_\_\_\_\_



# EPS Criminal Flight Events Summary Analysis

2019

Prepared for the Edmonton Police Commission

Edmonton Police Service  
Professional Development Branch

April 8, 2020

## Definitions

When a subject in a vehicle flees from the police (a **Criminal Flight**), an EPS officer may attempt to prevent them from fleeing (**Prevention Attempt**), or follow in their police vehicle (**Criminal Flight Response**). A **Criminal Flight Event** is an event which involves one or more of the above situations.

EPS Policy dictates when an officer can initiate a **Criminal Flight Response** and when they cannot. At any point, a **Criminal Flight Response** can be called off for safety reasons or if Flight Ops is available to take over. Although Flight Ops is involved in many Criminal Flight Events, a **Criminal Flight Response** refers only to when EPS ground units are following a subject vehicle that is actively attempting to evade 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.

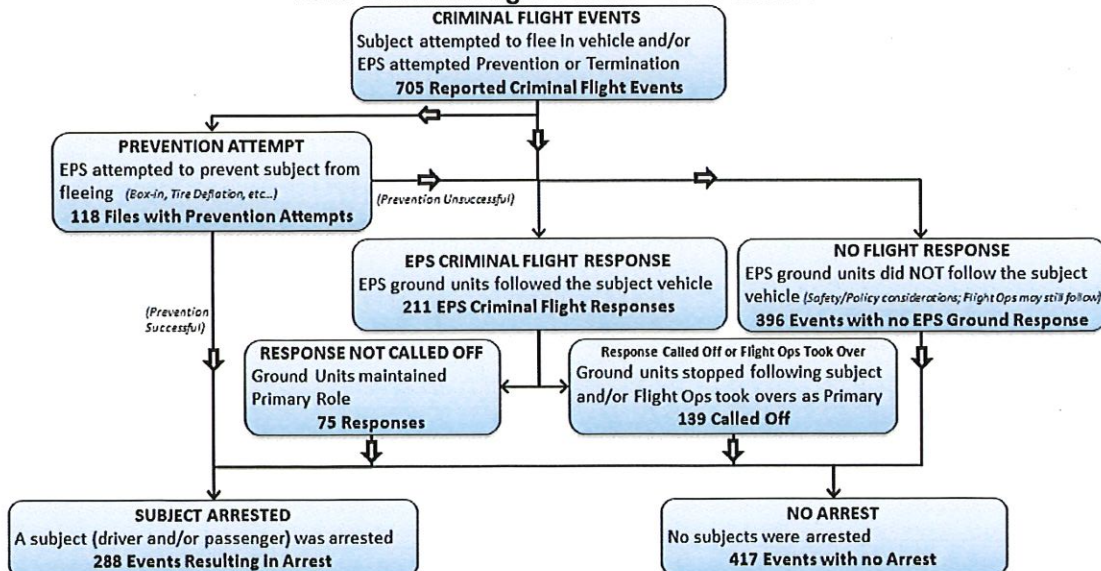
### Tier 2 Criminal Flight Mitigation Tactics Specialists:

The Tier 2 CFMT is a Tier 1 Specialist with extra intervention training. The training provided to Tier 2 operators includes moving box-ins, Deliberate Vehicle Contact and the Precision Immobilization Technique (PIT). At the conclusion of this training, Tier 2 operators will be proficient in and authorized in the use of the following tactics.

- Moving Box-Ins (10-24)
- Precision Immobilization Technique (PIT)

## 2019 Criminal Flight Summary

### 2019 Criminal Flight Events – At a Glance



Category	2018	2019	Change
Criminal Flight Event Forms Received	850	705	-145
EPS Prevention Attempt (# of files)	137	118	-19
EPS Criminal Flight Response	228	211	- 17
Criminal Flight Events where a Subject Arrested	300	288	- 12

### 2019 Key Findings

The number of Criminal Flight Event forms in 2019 were lower than 2018, with a decrease of 145 events (-17.1%).

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

Some key findings from 2019:

- The EPS initiated a response in 29.9% of 2019 Criminal Flight Events, compared to 26.8% in 2018.
- In Edmonton, reported stolen vehicles decreased with 2019 seeing a small decrease of -1.4% from 2018 to 2019. More than 1/3 (35.6%) of Criminal Flight Events in 2019 involved a vehicle confirmed as stolen or displaying a stolen license plate.
- **Decrease in Criminal Flight Preventions**
  - There was a small decrease in EPS Prevention Attempts (-19 events).
    - A technique was successful in 95 of the 118 attempts (80.1%). The most common prevention technique used was a vehicle box-in.
    - Even though the number of attempts was down, the overall percentage was similar with 16.2% in 2018 and 16.7% in 2019.
- **Short Duration of Criminal Flight Events**
  - Of the 211 Criminal Flight Responses, 96 (44.5%) lasted 1 minute or less.
  - Short durations limit the opportunity for Flight Ops involvement. Flight Ops was involved in 135 Criminal Flight Events and 59 Criminal Flight Responses (28.0% of all responses.)
- **Outcomes**
  - In the majority of Criminal Flight Responses (152 of the 211 or 72.0%) the EPS ground response was called off or Flight Ops took over. A response will be called off for safety concerns, or to adhere to policy.
  - Sixty-two (62) Criminal Flight Events involved collisions (not including deliberate vehicle contact.) Of those 43, 69.4% occurred while the EPS vehicle was in pursuit with the subject vehicle. The remaining 19 collisions occurred either prior to EPS arrival at the call or after the EPS ground units had terminated.
  - Of the sixty-two (62) Collisions, 16 of them involved 3<sup>rd</sup> party vehicles, one of those involved an injury resulting in Hospital admittance.

- An arrest was made in 288 events (a decrease of 12 events from 2018.)

- **Developments in 2019**

- The Driver Training Unit continues to review EPS Criminal Flight Forms and handling of Criminal Flight Events.
- Criminal Flight events were found to be compliant with policy 90.4% of the time in 2019, a slight decrease from 92.6% in 2018.
  - Comprehensive supervisor oversight means that the vast majority of procedural concerns are addressed at the divisional level.

Policy compliance requires continual education, supervisory oversight and follow-up as all are critical to ensure effective handling of Criminal Flight Events. The EPS reviews all CFEs to assess the effectiveness of policy, procedure, training and equipment. The EPS continues to monitor trends and developments, as well as following advancements in best practices and technology. In doing so, the EPS hopes to minimize risk to the citizens of Edmonton.



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# EPS Criminal Flight Event Analysis 2019 Annual Report

Presented for Information  
Edmonton Police Commission

Inspector Trevor Hermanutz



# 2019 CFE Annual Report

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

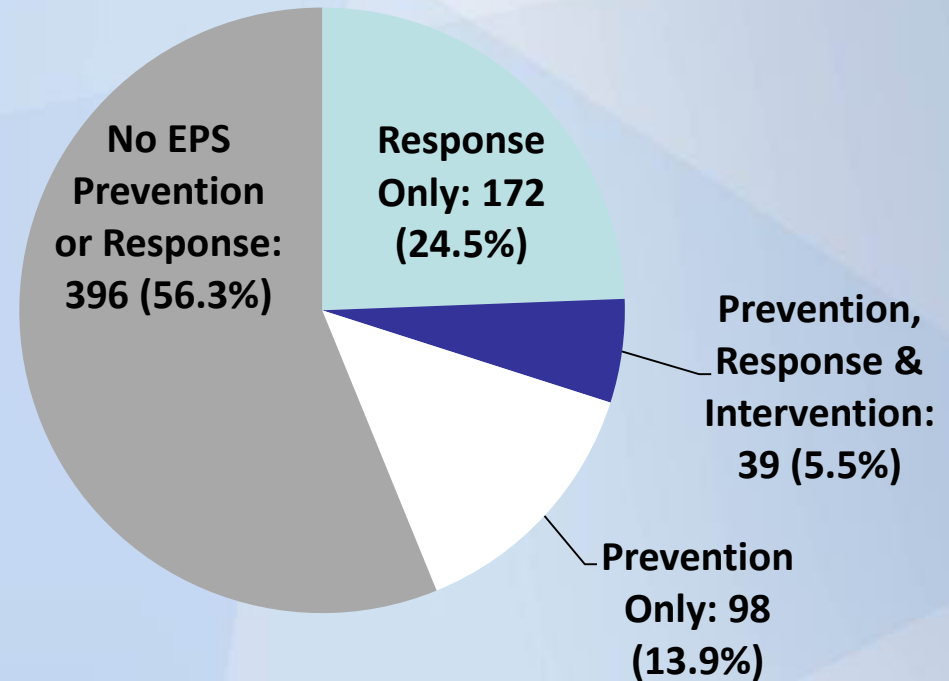




# 2019 CFE Annual Report

- 705 reported Criminal Flight Events
- 211 events with Criminal Flight Responses

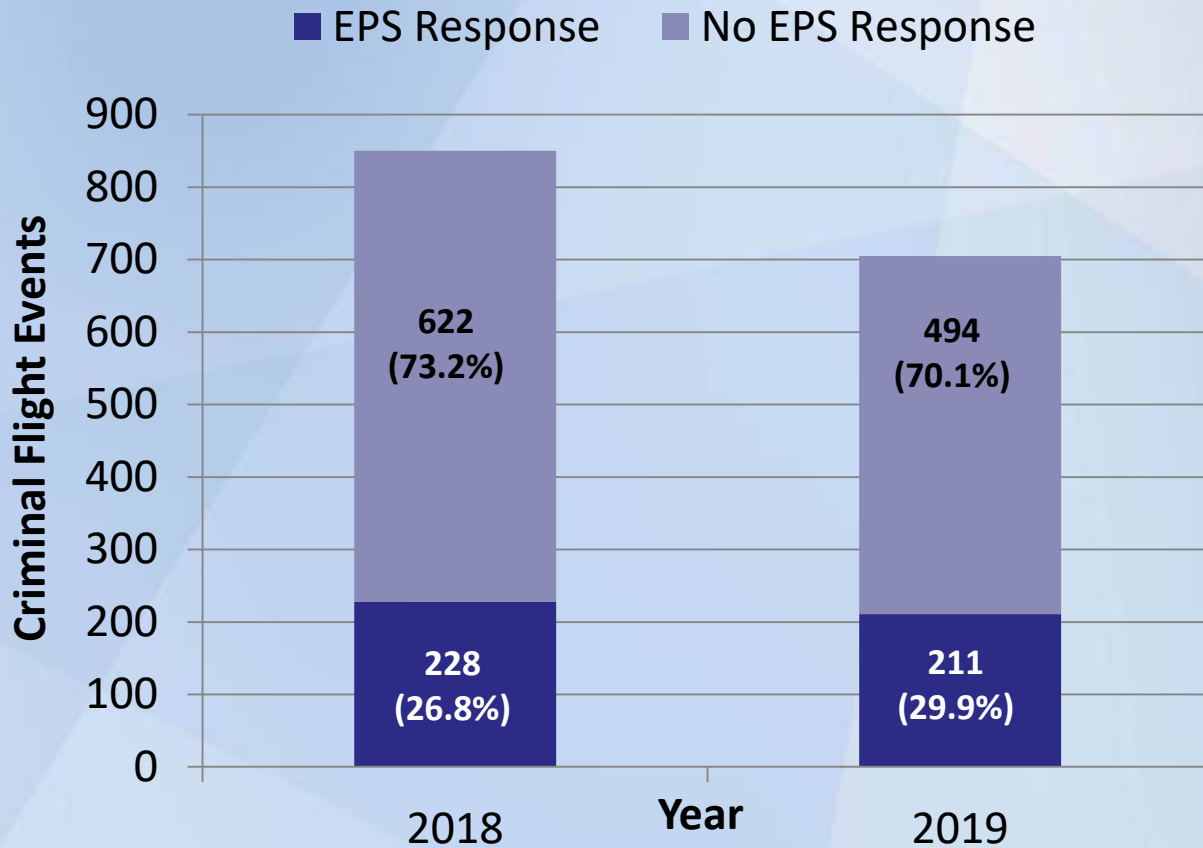
## Criminal Flight Events by Type





# 2019 CFE Annual Report

## Criminal Flights: EPS Response Rate 2018 and 2019



**3.1% increase in EPS response rate for 2019**



# 2019 CFE Annual Report

- 288 (35.3%) of CFEs resulted in arrest
- 62 Criminal Flight Events involved collisions before/after/during (down 34.7%)



# 2019 CFE Annual Report

- 2018 Policy Compliance (92.6%)
- 2019 Policy Compliance (90.4%)



Questions?