



EDMONTON POLICE SERVICE

REPORT TO THE EDMONTON POLICE COMMISSION

DATE: 2022 May 2

SUBJECT: EPS Criminal Flight Events Analysis

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 2021 Criminal Flight Events as tabulated by EPS CORE Training Section.

ADDITIONAL INFORMATION ATTACHED:

Attachment 1 – 2021 Criminal Flight Report – EPC External Report
Attachment 1 – EPS Criminal Flight Events Analysis 2021 Annual Report Presentation

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CORE Training Section

Reviewed By: Inspector Trevor Hermanutz
Professional Development Branch

Reviewed By: Executive Director Darren Eastcott
Human Resources Division

Approved By: Deputy Chief Al Murphy
Corporate Services Bureau

May 02, 2022

Chief of Police: Dale McFee

Date: _____

would like to see changes
to meeting as ^{per} attached
annual.



**EPS Criminal Flight Events
Analysis**

2021 Annual Report

Prepared for the Edmonton Police Commission

Edmonton Police Service
Police Training Branch

April 27, 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 Subject *initiated*

A Criminal Flight 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) Police *initiated*

Occurs when ground units follow 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.

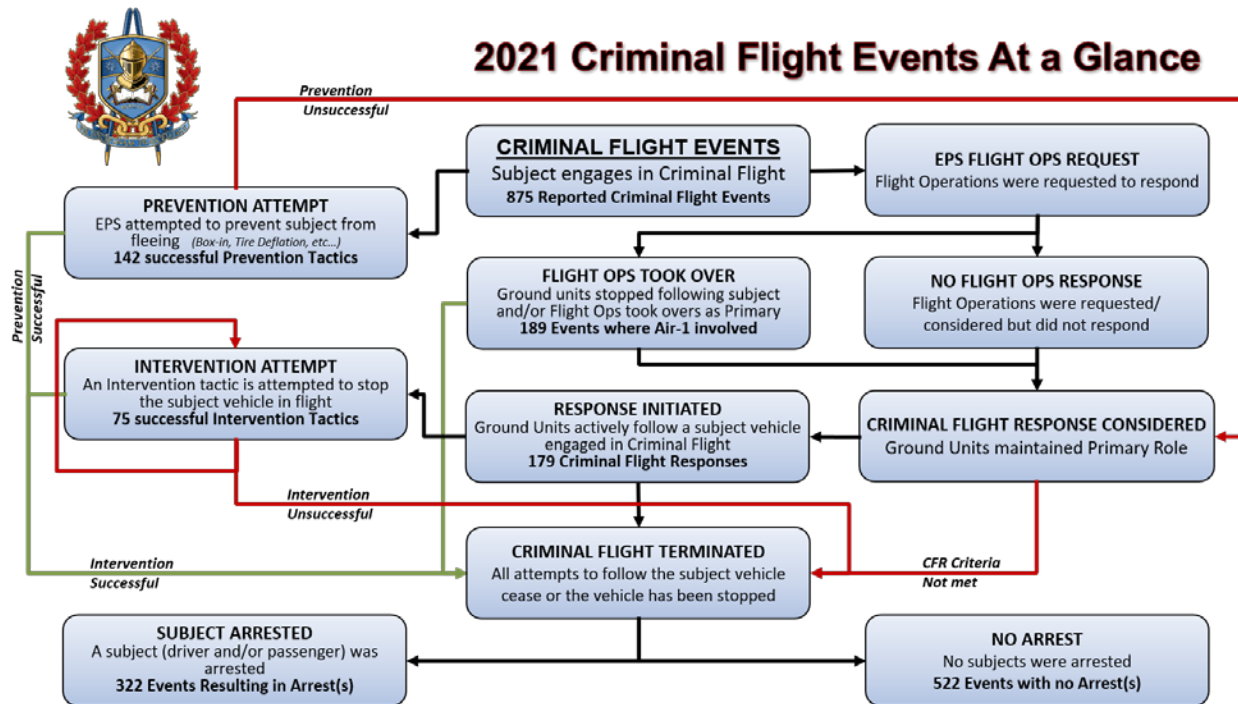
Intervention Tactics

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

2021 Criminal Flight Summary

Category	2020	2021	Change
Criminal Flight Event Forms Received	832	875	+43
EPS Criminal Flight Responses	166	179	+13
EPS Prevention Attempts (# of files)	112	144	+32
Criminal Flight Events where a Subject Arrested	344*	322	-22

*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.

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 remove the stimulus of any fully marked police vehicle from sight of the driver of the subject vehicle to mitigate

dangerous evasive action from the subject driver. The desired outcome in this instance is to covertly follow the vehicle until the driver exits the vehicle and direct an arrest of the subject away from the subject vehicle.

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 in an effort 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.

2021 Key Findings

- **Increase in Criminal Flight Events**

- Reported Criminal Flight Events increased by 5.2% (+43) from 2020.
- The total Criminal Flight Event forms received in 2021 was 875, compared to 832 in 2020.
- The total Events where a Criminal Flight Response was initiated increased by thirteen (13) in 2021.
- Thirty-two (32) more Events included attempted Criminal Flight Prevention Tactic(s).
- Criminal Flight Event files where at least one subject was arrested reduced by 22 in 2021

2021 Key Findings continued

- **An increase in Criminal Flight Prevention Tactics attempted**
 - There was an increase in Events where at least one Prevention Tactic was attempted (+32 Events).
 - A total of 152 Prevention tactic attempts were reported. Of these attempts, 142 were successful (93.4%).

- **Attempted Intervention Tactics decreased in 2021**
 - The total attempted Intervention Tactics increased by 1 in 2021 (81 vs 80 in 2020).
 - Although the number of attempted Intervention Tactics increased, the total success rate increased by 5.1% to 92.6%.

- **Short Duration of Criminal Flight Event**
 - Of the 875 Criminal Flight Events, 663 (75.8%) lasted 1 minute or less. Compared with 628 (75%) lasting 1 minute or less in 2020.
 - Short durations limit the opportunity for Flight Ops involvement. Flight Ops was involved in 189 Criminal Flight Events (21.6% of all events).

- **Outcomes**
 - Sixty-two (62) Criminal Flight Events involved collisions (not including deliberate contact).
 - There were two collisions resulting in a major injury (requiring hospitalization), and one fatal collision.
 - In the fatal collision, a fleeing suspect vehicle struck a light standard killing the driver and one other occupant of the suspect vehicle. No Criminal Flight Response was initiated in this Event.
 - The Operator of the vehicle was arrested in 305 Events (a decrease of 14 from 2020).
 - Thirty (30) more subject drivers involved in CFEs were charged at the conclusion of an investigation.
 - Criminal Flight events were found to be compliant with policy 93% of the time in 2021, an increase of 5.2% compared to 2020.

EPS Criminal Flight Event Analysis

2021 Annual Report

Presented for Information
Edmonton Police Commission

May 19, 2022

Inspector Trevor Hermanutz

Staff Sergeant David DeMarco



2021 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 response 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 CCC

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.

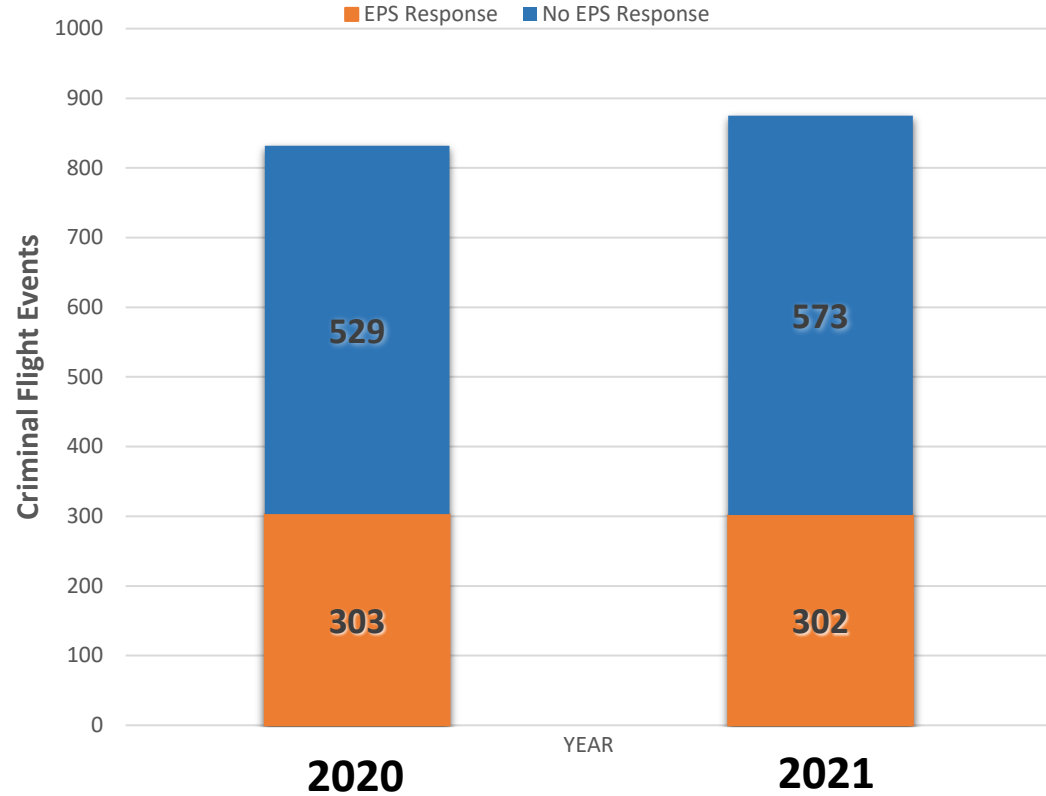
2021 CFE Events and Responses

- 875 reported Criminal Flight Events
- 179 Criminal Flight Responses initiated

Criminal Flight Response

2020 vs. 2021

Criminal Flights: EPS Response Rate 2020 & 2021



Criminal Flights Events

By Duration

Criminal Flight Events by Duration					
Category	2020		2021		Change
	#	%	#	%	#
1 minute or less	628	75%	663	75.8%	+35
> 1 to 5 Minutes	101	12%	109	12.5%	+8
> 5 to 10 Minutes	32	4%	22	2.5%	-10
> 10 to 15 Minutes	17	2%	10	1.1%	-7
More than 15 Minutes	54	7%	71	8.1%	+17
Total Criminal Flight Events	832		875		+43

Criminal Flights Events

Flight Ops

Criminal Flight Events by Flight Ops Involvement					
Category	2020		2021		Change
	#	%	#	%	
Flight Ops Involved	184	22.1%	189	21.6%	+5
Flight Ops Not Involved	648	77.9%	686	78.4%	+38
Total Criminal Flight Events	832		875	75	+43

Criminal Flights Events

Prevention Tactics

Prevention Technique Attempts by Outcome					
Category	2020		2021		Change
	#	%	#	%	#
Successful	107	95.5%	164	95.9%	+57
Unsuccessful	5	4.5%	7	4.1%	-2
Total Prevention Attempts	112	100.0%	171	100.0%	

Criminal Flights Events

Intervention Tactics

Actual Intervention Tactic Attempts						
Category	2020			2021		
	#	successful	%	#	successful	%
Tire Deflation	47	38	80.5%	47	42	89.4%
DVC – Pit	3	3	100%	14	14	100%
DVC – Pin	11	11	100%	7	6	85.7%
DVC – Box in	19	18	94.7%	13	13	100%
Total Interventions	80	70	87.5%	81	75	92.6%

Criminal Flights Events

Arrested
Subjects

Criminal Flight Events by Whether Subject Arrested					
Category	2020		2021		Change
	#	%	#	%	
Operator Arrested	319	38.3%	305	34.9%	-14
Passenger Arrested	182	21.9%	174	19.8%	-8
No Arrests	490	58.9 %	522	60.4%	+41
Total Criminal Flight Events ¹	991	119% ¹	1001	114% ¹	+10
Total Arrests	612		532		-80

¹The total exceeds 100% because there are multiple files where the operator and one or more passengers were arrested

Criminal Flights Events

Procedural
Compliance

Criminal Flight Events by Whether Procedural Concerns Identified				
Category	2020		2021	
	#	%	#	%
Compliant (No Procedural Concern)	731	87.9%	813	93%
Procedural Concern Identified	101	12.1%	62	7.1%
Total Criminal Flight Events	832	100.0%	875	100%

QUESTIONS?



THANK YOU

