



# EDMONTON POLICE SERVICE

## REPORT TO EDMONTON POLICE COMMISSION

**DATE:** 2020 April 19

**SUBJECT:** 2020 Criminal Flight Report

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### **RECOMMENDATION(S):**

1. That this report be received for information.

### **INTRODUCTION:**

The EPS Training Section conducts an annual review of Criminal Flight Events (CFE's). 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 CORE Training Section captures criminal flight data primarily through the completion of Criminal Flight Event reports and EPROS checks when necessary. This data is transferred to an Excel spreadsheet.

### **COMMENTS/DISCUSSION:**

In 2020 there were a total of 832 reported Criminal Flight Events where reports were received.

Of the 832 Criminal Flight Events reported in 2020, 112 involved successful EPS prevention attempts, 166 included an EPS Criminal Flight Response (CFR), and 314 events resulted in arrests.

The EPS is continuing efforts to address the frequency and risk surrounding criminal flights. In 2020 EPS continued the training and education with the Tier 1 and Tier 2 Criminal Flight mitigation tactics specialists training program.

In the fall of 2020, GDM IV included Tier 1 training and a review of Criminal Flight Policy. All patrol members who attended the GDM training are now Tier 1 operators.

### **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.

The EPS is responding to trends by improving reporting methods, reviewing policy and procedure to make sure it is clear, looking for new mitigation strategies, and delivering training.

**ORGANIZATIONAL IMPLICATIONS & EXPLANATION:**

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|---|---|---|
| <input type="checkbox"/> Finance Division                     | <input type="checkbox"/> Legal & Regulatory Services Division                         | <input type="checkbox"/> Policy Management Unit         |
| <input type="checkbox"/> Human Resources Division             | <input type="checkbox"/> Corporate Communications Branch                              | <input type="checkbox"/> Value and Impact Division      |
| <input type="checkbox"/> Informatics Division (IT / Security) | <input type="checkbox"/> Supply Services Division (Materials / Exhibits / Facilities) | <input type="checkbox"/> Innovation & Technology Bureau |
| <input checked="" type="checkbox"/> Not Applicable            | <input type="checkbox"/> Other: _____   |   |

**EXPLANATION:**

**ATTACHMENT(S):**

1. 2020 Criminal Flight Report – EPS Internal Version
2. 2020 Criminal Flight Report – EPC Version

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**SUBMITTED BY:** Inspector Trevor Hermanutz

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**REVIEWED BY:** Exec. Director Darren Eastcott,  
Human Resources Division

**DATE:** 2021 April 19

**Comments:**

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**REVIEWED BY:** Deputy Chief Darren Derko,  
Corporate Services Bureau

**DATE:** Apr 25/21

**Comments:**

To Chief's Committee for information. Presentation to the EPC is recommended. There has been an increase in CF events. The members of the EPS do an outstanding job in managing these high risk events.

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**DECISION BY:** Chief Dale McFee

**DATE:** April 27, 21

**Approved:**  **Not Approved:**

**Comments:**

To Chief's Committee, I would like to see further work done to track after change to determine impact. Be prepared to offer on how we might make that happen.

DMF 



# EPS Criminal Flight Events Summary Analysis

2020

Prepared for the Edmonton Police Commission

**Edmonton Police Service**  
Police Training Branch

April 07, 2021

## 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.

Edmonton Police Service 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)

## 2020 Criminal Flight Summary

Category	2019	2020	Change
Criminal Flight Event Forms Received	705	832	+127
EPS Prevention Attempt (# of files)	122	112	-10
EPS Criminal Flight Response	211	166	- 45
Criminal Flight Events where a Subject Arrested	420	494	+74

## 2020 Key Findings

- **Increase in Criminal Flight Events**
  - Reported Criminal Flight Events increased by 18% (+127), from 2019.
  - There were 832 reported Criminal Flight Events in 2020, compared to 705 in 2019.
  - In Edmonton, reported stolen vehicles involved in a Criminal Flight Event decreased by 15% to 154 in 2020 from 181 in 2019.

## • 2020 Key Findings.....continued

### • Decrease in Criminal Flight Preventions

- There was a decrease in EPS Prevention Attempts (-6 events).
- A technique was successful in 107 of the 112 attempts (95.5%). The most common prevention technique used was a vehicle box-in.
- In 2020 there were 514 Tier 1 and 170 Tier 2 Criminal Flight Mitigation trained specialists

### • Short Duration of Criminal Flight Events

- Of the 832 Criminal Flight Events, 628 (75.5%) lasted 1 minute or less. Compared with 519 (73%) lasting 1 minute or less in 2019.
- Short durations limit the opportunity for Flight Ops involvement. Flight Ops was involved in 184 Criminal Flight Events (22.1% of all events.)

### • Outcomes

- In 23 of the 166 Criminal Flight Responses 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.
- Fifty-Five (55) 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, the fleeing suspect vehicle turned SB onto Walterdale Bridge against traffic, striking a Ford Ranger driving NB right after the member terminated the Criminal Flight Response on 104 St & 96 Av.
- The Operator of the vehicle was arrested in 314 events (an increase of +41 arrests from 2019).
- Criminal Flight events were found to be compliant with policy 87.8% (731 of 832 events) of the time in 2020, a decrease from 89.8% (638 of 705 events) in 2019.

## **GDM IV Training 2020**

In the fall of 2020, GDM IV included a review of Criminal Flight Policy. As a result, the first quarter of 2021 is showing an increase to 93% compliant with policy rate. 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 hopes to minimize risk to the citizens of Edmonton.

Policy compliance requires continual education, supervisory oversight and follow-up as all are critical to ensure effective handling of Criminal Flight Events.