



EDMONTON POLICE SERVICE

REPORT TO THE EDMONTON POLICE COMMISSION

DATE: 2025 April 17

SUBJECT: EPS Criminal Flight Events Analysis – 2024 Annual Report

RECOMMENDATION(S):

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

BACKGROUND:

This report will provide an overview of the 2024 Criminal Flight Events as tabulated by EPS Training Section.

ADDITIONAL INFORMATION ATTACHED:

Attachment 1 – EPS Criminal Flight Events Analysis, 2024 Annual Report
Attachment 2 – EPS Criminal Flight Events Analysis, 2024 Annual Report, PowerPoint

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Interim Chief of Police: _____

Date: _____



EPS Criminal Flight Events Summary Analysis

2024

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.

2024 Criminal Flight Summary

Category	2022	2023	2024	Change
Criminal Flight Event Forms Received	645	535	712	+177
EPS Criminal Flight Responses	144	98	102	+4
EPS Prevention Attempts (# of files)	119	120	161	+41
Criminal Flight Events where a Subject Arrested	240	239	316	+77

2024 Key Findings

- ◆ **Increase in Criminal Flight Events**
 - Reported Criminal Flight Events increased by 33.1% (+112) from 2023.
 - The total Criminal Flight Event forms received in 2024 was 712, compared to 535 in 2023.
 - The total Events where a Criminal Flight Response was initiated increased by four (4) in 2024.
 - The number of events involving Criminal Flight Prevention Tactics have increased from 18.4% in 2022 to 22.4% in 2023 and to 22.6% in 2024.
 - Criminal Flight Event files where at least one subject was not arrested was 55.3% in 2023 and 55.6% in 2024.

2024 Key Findings continued

- ◆ **An increase in Criminal Flight Prevention Tactics attempted**
 - The number of events involving Criminal Flight Prevention Tactics have increased from 18.4% in 2022 to 22.4% in 2023 and to 22.6% in 2024.
 - There were 170 Criminal Flight Events with at least one Prevention Attempt, a total of 223 Prevention tactic attempts were reported across these events. Of these attempts, 204 were successful (91.5%).

- ◆ **Attempted Intervention Tactics decreased in 2023**
 - The number of events with Criminal Flight Intervention only Tactics have decreased from 42 (6.5%) in 2022, 37 (6.9%) in 2023 to 40 (5.6%) in 2024.
 - A total of 77 Intervention tactic attempts were reported. Of these attempts, 74 were successful (96.1%).

- ◆ **Short Duration of Criminal Flight Event**
 - Of the 712 Criminal Flight Events, 525 (73.7%) lasted 1 minute or less.
 - Short durations limit the opportunity for Flight Ops involvement. Flight Ops was involved in 115 Criminal Flight Events (16.2% of all events). This percentage has decreased from 19.1% in 2023 to 16.2% in 2024.

- ◆ **Outcomes**
 - Forty-one (41) Criminal Flight Events involved collisions (not including deliberate contact) out of which 23 were collisions during event and 18 collisions outside event.
 - There was 1 collision resulting in a major injury (requiring hospitalization), and no fatal collision.
 - 2024 Criminal Flight events included 295 driver arrests and 185 passenger arrests.
 - Criminal Flight events were found to be compliant with policy 95.9% of the time in 2024, an increase of 2.4% compared to 2023.

EPS Criminal Flight Event Analysis

2024 Annual Report

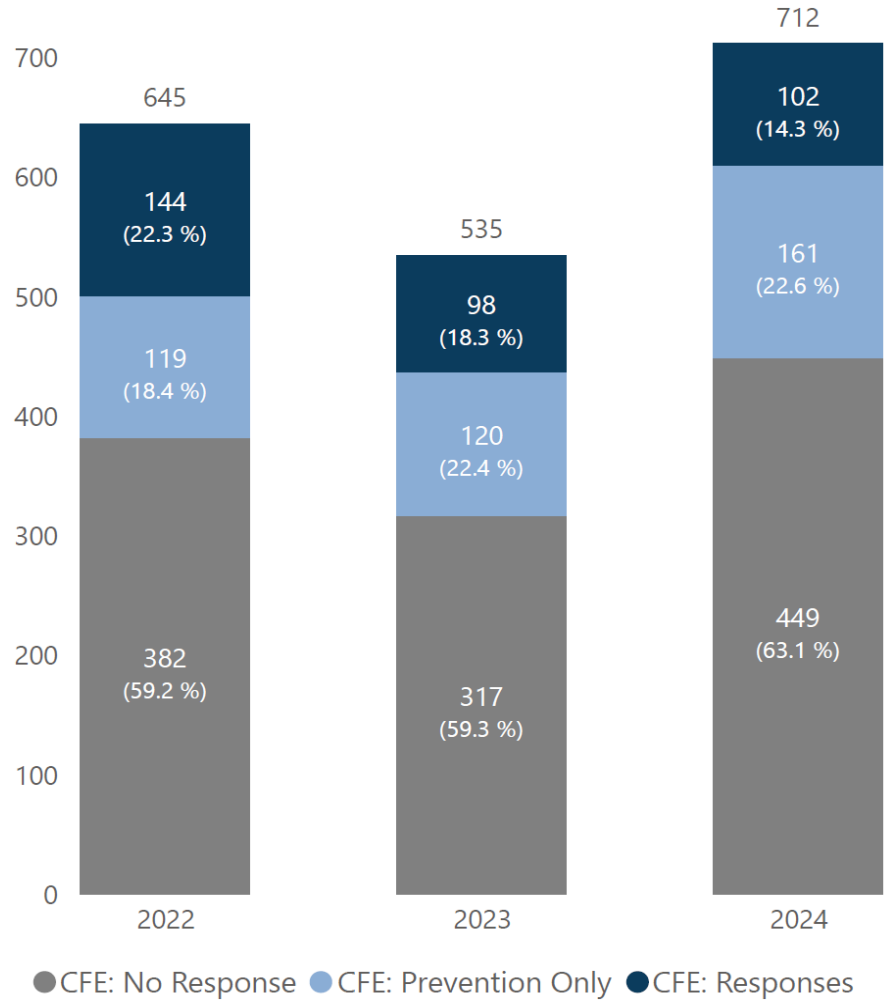


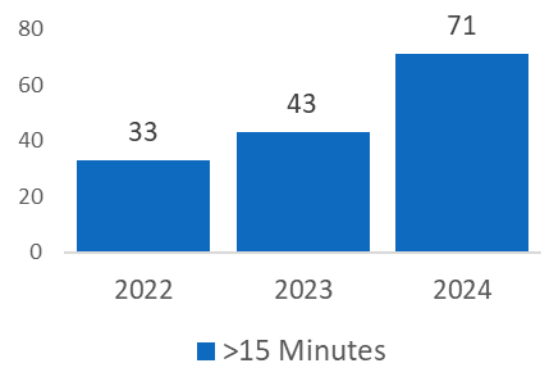
2024 CFE Events and Responses

- 712 reported Criminal Flight Events
- 102 Criminal Flight Responses initiated

Criminal Flight Response

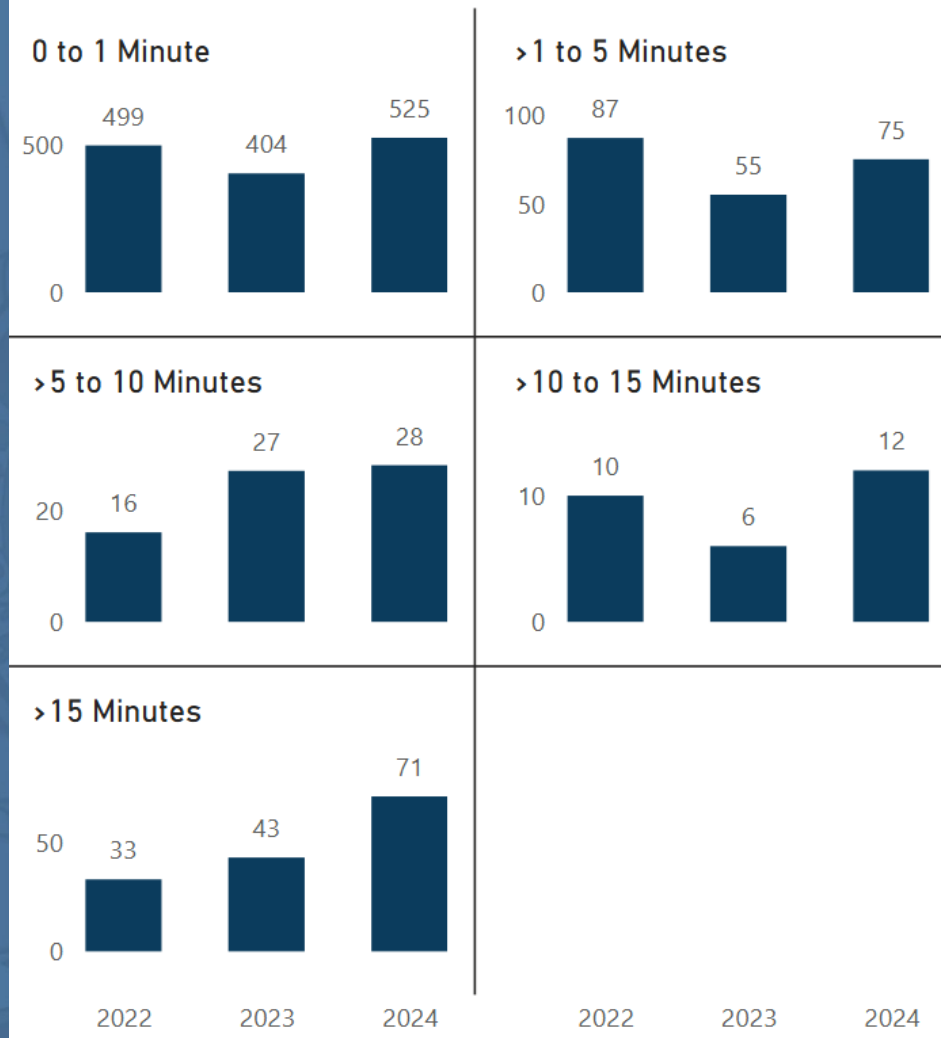
By Year





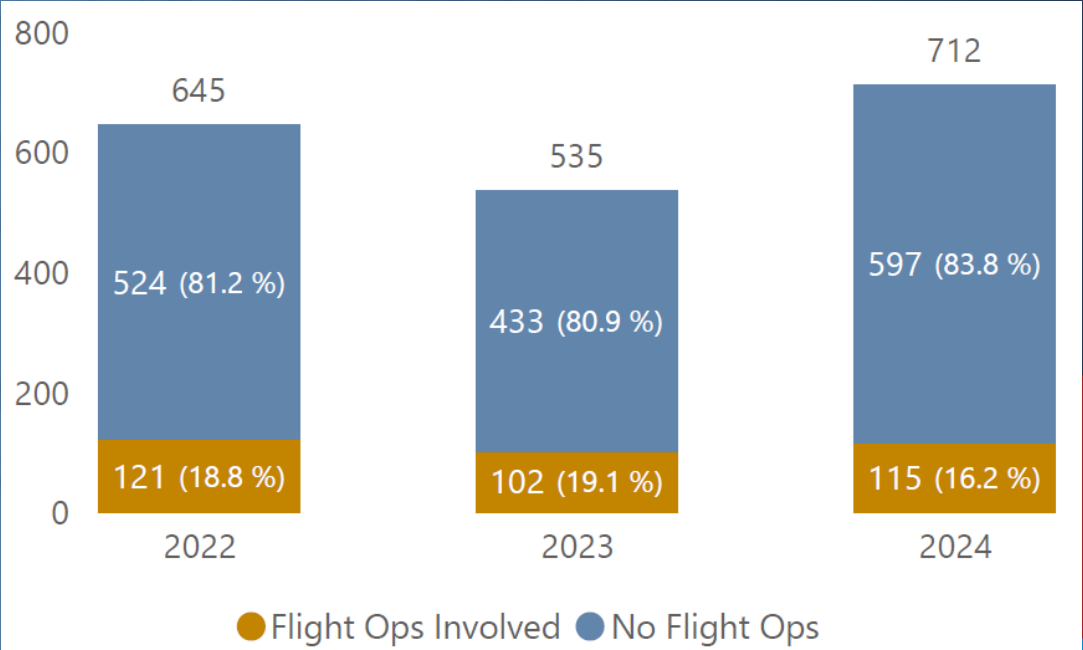
By Duration & Year

CFE Event Durations



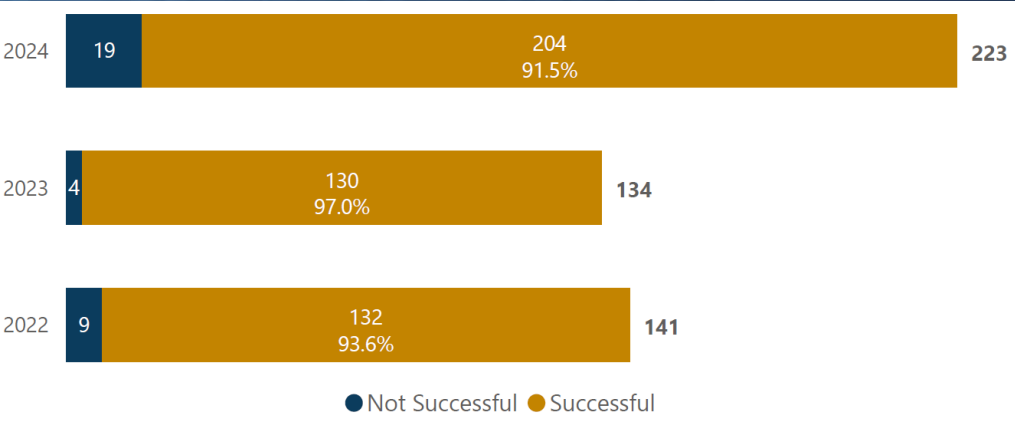
Criminal Flights Events

Flight Ops



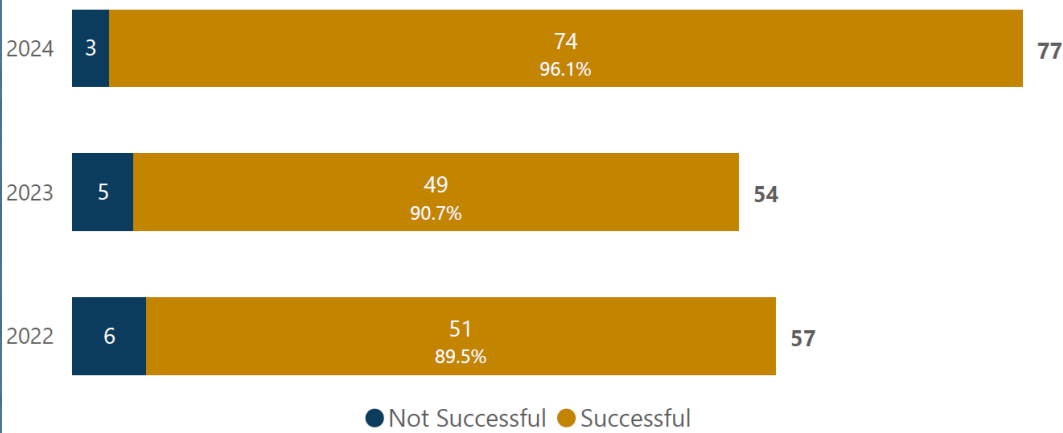
Criminal Flights Events

Prevention Tactics



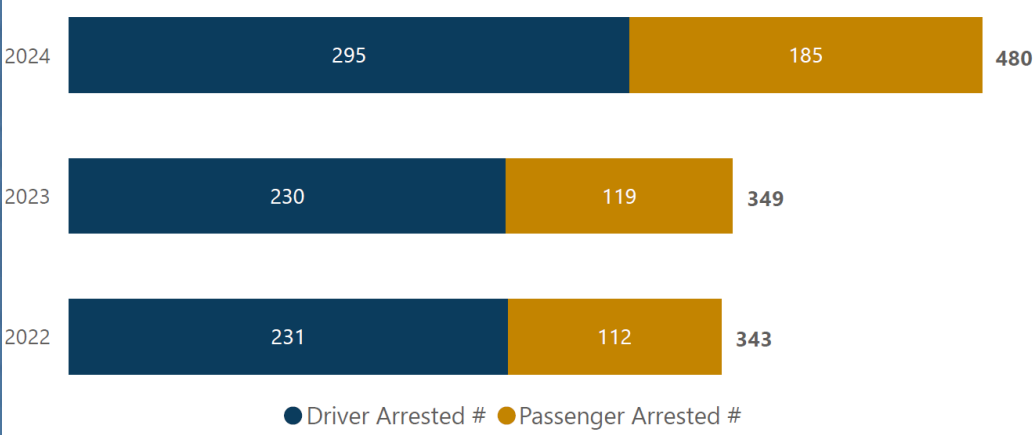
Criminal Flights Events

Intervention Tactics



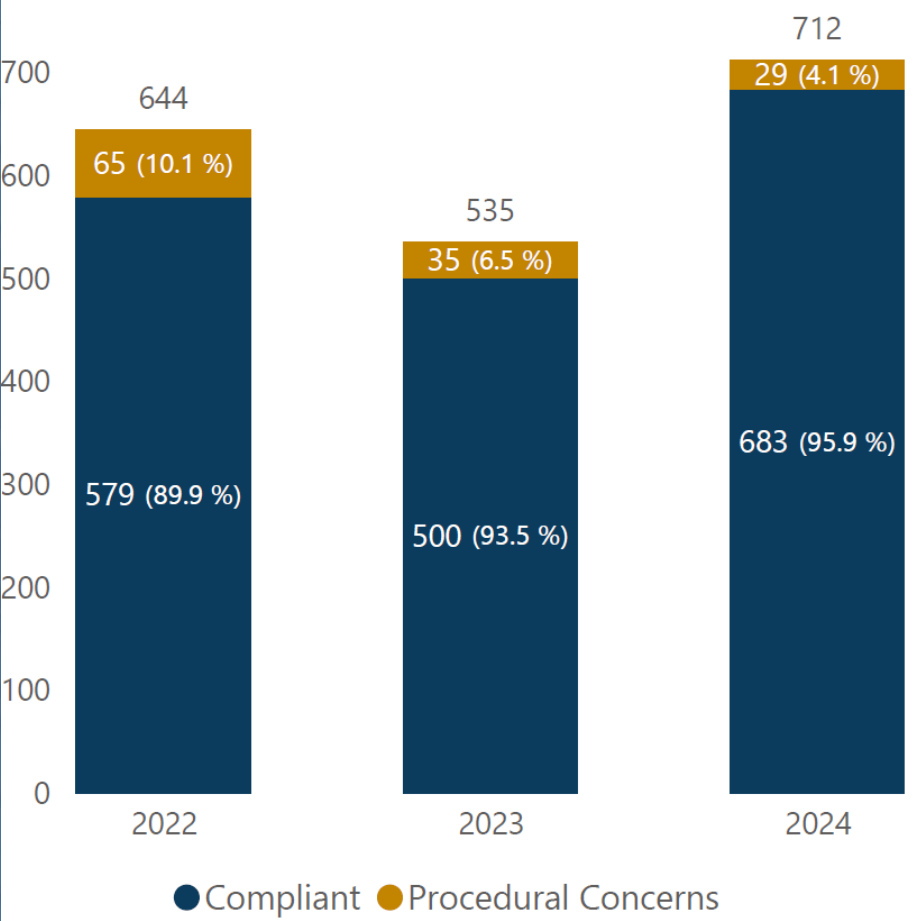
Criminal Flights Events

Arrested Subjects



Criminal Flights Events

Procedural Compliance



EPS Criminal Flight Management Summary

Proactive Training & Prevention

EPS emphasizes prevention through rigorous and ongoing professional development:

1. Recruit Training:

- All new EPS officers receive foundational instruction in **risk-effective decision making** and **safe driving practices**.

2. Ongoing Professional Development:

- Officers receive **regular training updates** focused on the latest criminal flight prevention and intervention tactics to ensure strategic, safe, and policy-aligned responses.

3. Criminal Flight Working Group:

- Led by an EPS Inspector, this group monitors trends, evaluates policy effectiveness, and **ensures tactical training evolves with real-world scenarios** and emerging challenges.

This proactive approach ensures officers are **equipped to make critical decisions** in real time while aligning with organizational risk thresholds and community expectations.

EPS Criminal Flight Management Summary

Reactive Assessment & Accountability

EPS complements training with robust post-incident review mechanisms to promote learning, improvement, and accountability:

1. **Duty Officer Real-Time Coaching:** Senior officers provide **live support and coaching during events**, guiding safe and policy-compliant decisions under pressure.
2. **Operational Reviews:** Each Criminal Flight Event is **subject to review**, focusing on adherence to policy, public safety, and officer conduct.
3. **Individual Coaching/Counselling:** Where appropriate, members receive targeted guidance to improve decision-making in future incidents.
4. **Referral to Professional Standards Branch (PSB):** Events with **policy violations or concerning conduct** are escalated to PSB for **independent oversight and investigation**.

These review structures foster a **culture of accountability**, learning, and continuous improvement — essential to maintaining public trust.

QUESTIONS?



THANK YOU

