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EDMONTON POLICE SERVICE

REPORT TO THE EDMONTON POLICE COMMISSION

DATE: 2013 March 27

SUBJECT: 2012 Criminal Flight Report

RECOMMENDATION(S):

That this report be received for information.

INTRODUCTION:

The EPS Traffic Section conducts an annual review of all criminal flight incidents. The data analysis is to enable a better understanding of criminal flight factors and results. Ultimately, this information can be referred to when making decisions regarding policy changes, training, and preferred techniques.

ATTACHMENTS:

Report: EPS Criminal Flight Incident Summary Analysis 2012.

Prepared by: Allison BOUTHILLIER
Strategic Traffic Operations Unit

Submitted by: Superintendent Kevin Galvin
Supt. Kevin GALVIN

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EPS Criminal Flight Incident Summary Analysis 2012

Prepared for the Edmonton Police Commission

Edmonton Police Service
Traffic Section

March 27, 2013

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Definitions

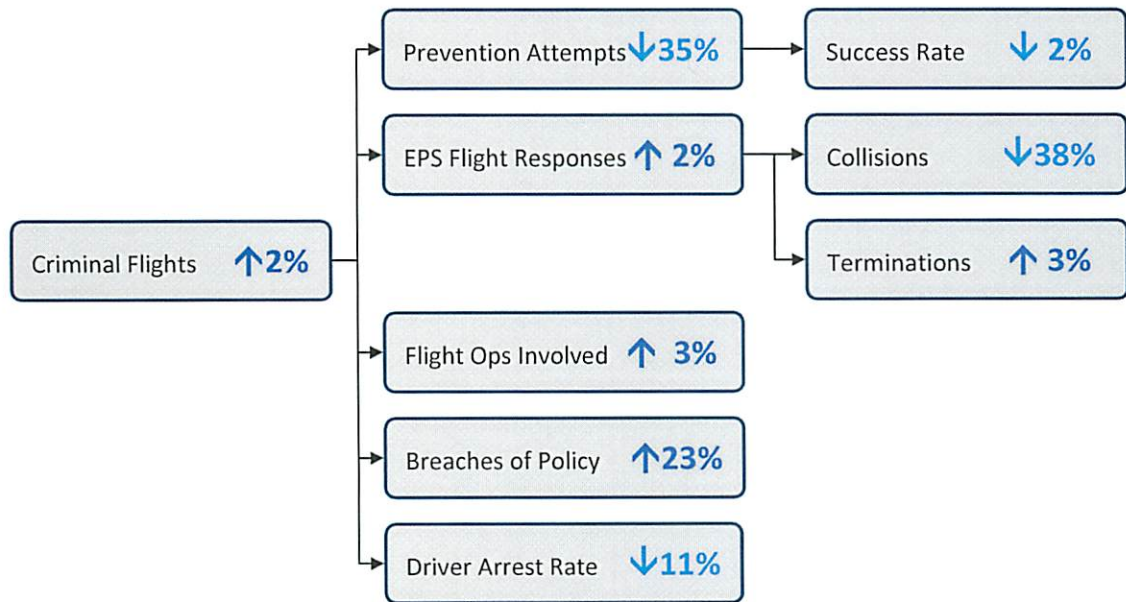
Criminal Flight A person operates a vehicle in a way that leads an officer to reasonably believe that the driver is trying to evade police.

Prevention Attempt A member uses an approved technique in an attempt to prevent a *Criminal Flight*.

EPS Flight Response A member chooses to follow someone in *Criminal Flight*.

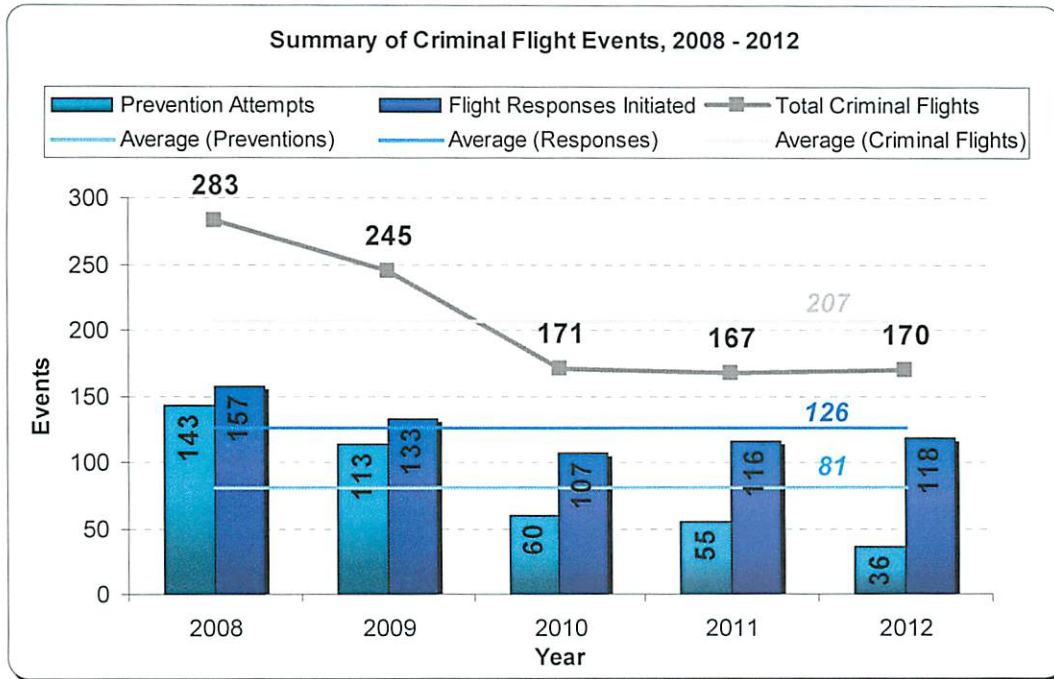
2012 At a Glance

(% represents percent change from 2011 to 2012)



Category	2011	2012	Change (%)
Total Criminal Flights	167	170	1.8%
EPS Flight Prevention Technique Attempts	55	36	-34.5%
EPS Flight Responses	116	118	1.7%

5-Year Trend



- Criminal Flights increased slightly in 2012 up to 170. This is still 17.9% below the five-year average of 207.
- Prevention Attempts reached a five-year low in 2012 with 36 attempts. This is 44% below the five-year average of 64 attempts. This has trended downwards since the TRAP (auto theft prevention) program ended.
- EPS Flight Responses increased slightly in 2012 up to 118. This is still 6.3% below the five-year average of 126.

2012 Summary

	2011	2012	Change (%)
Total Criminal Flights	167	170	1.8%

- The number of criminal flights has remained fairly steady since 2010. This represents a “levelling out” after decreases in 2009 and 2010 (when TRAP was discontinued).

	2011	2012	Change (%)
EPS Prevention Attempts	55	36	-34.5%

- The reasons for this decrease are unknown, but there is a general trending towards using Flight Operations (Air-1 or Air-2) monitoring or alternate strategies over a prevention technique to reduce risk.
- The success rate of prevention technique attempts in 2012 was 64%. This is on par with the 2011 success rate but below the 5-year average of 73% success.
- A prevention technique was attempted in 21% of all 2012 criminal flights.
- As in past years, the most common prevention technique used was a vehicle box-in (78%).

	2011	2012	Change (%)
EPS Flight Responses	116	118	1.7%

- A typical Flight Response lasted 1 min or less and traveled 1 Km or less (35%).
- The majority of criminal Flight Responses (64%) were terminated (i.e. called off by the EPS for safety concerns or in accordance with policy). After ground units are terminated, Flight Ops may continue to monitor the suspect from the air.

	2011	2012	Change (%)
Collisions Resulting from Criminal Flights	32	20	-37.5%

- Sixteen (16) of the 20 collisions resulted in property damage only (80%).
- Five (5) persons suffered injuries: 3 suspect drivers and 1 suspect passenger suffered minor injuries, and 1 third party civilian *suffered fatal injuries*. (This occurred during a criminal flight after the EPS terminated their response.)

	2011	2012	Change (%)
Arrest Rate – Suspect Driver	83%	76%	-11.3%

- The arrest rate for suspect drivers decreased from 2011 to 2012 (-11.3%). This represents how many drivers each year were arrested as a proportion of all criminal flights.

	2011	2012	Change (%)
Policy / Procedure Breaches	44	54	22.7%

- An EPS member breached EPS policy or procedure in 54 criminal flights (up 22.7% from 2011.)
- All 54 breaches were minor in nature and members received informal counseling.

	2011	2012	Change (%)
Flight Ops Involvements	62	64	3.2%

- Flight Ops (Air-1/Air-2) involvement remained similar in 2012 as in 2011. The low number is due to the short duration of most Criminal Flights.

Policy Review

A review of criminal flight policy and procedure was undertaken in 2012. The resulting recommendations and revisions will be implemented in 2013.

Superintendent Kevin Galvin

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