



WINNipeg POLICE SERVICE

REPORT TO THE WINNipeg POLICE BOARD

TO: Chair, Winnipeg Police Board

FROM: Chief Danny G. Smyth

SUBJECT: 2022 Police Vehicle Operations Report

DATE: May 19, 2023

RECOMMENDATION:

That this report be received as information by the Winnipeg Police Board.

FINANCIAL IMPLICATIONS:

There are no financial implications within this report.

BACKGROUND:

The Winnipeg Police Board requires an annual report regarding the criminal flight pursuits conducted by the Winnipeg Police Service and the Armoured Rescue Vehicle (ARV).

The Commission on Accreditation for Law Enforcement Agencies (CALEA) standards requires written procedures for conducting criminal flight pursuits. These conditions require the termination of a pursuit, supervisory and dispatcher responsibility, as well as administrative review and oversight for each criminal flight pursuit. CALEA also mandates regular training for police officers and an annual evaluation and review of policy and operational outcomes.

DISCUSSION:

Criminal flight pursuits occur when officers attempt to stop a vehicle. If the driver refuses to obey and flees, officers pursue to stop or identify the vehicle or occupants. The decision to initiate a pursuit should be made as a last alternative, as driving at high speed presents a risk. Engaging with individuals attempting to flee police at high-speed presents added risk. As such, a criminal flight pursuit may be justified if the officer reasonably believes that the suspect, if allowed to flee, would present a danger to human life or cause serious injury.

The Winnipeg Police Service policy and procedure on criminal flight pursuits addresses all the requirements of the CALEA standards and lays out the appropriate circumstances to conduct and terminate pursuits when suspects flee police. The procedures also provide tactical alternatives to a vehicle pursuit and describe the risk assessment procedure members must follow prior to and while pursuing a suspect.

Following the conclusion of every pursuit, involved officers and their supervisors are required to submit a report to be assessed by the Police Vehicle Operations Program Manager (PVOPM). Further review may occur, if necessary, by the Winnipeg Police Service Pursuit Review Board (PRB). This process allows for monitoring of officers involved in pursuit incidents to ensure accountability and judge compliance. All internal reviews are also assessed in an annual analysis which allows the Service to identify the need for training, equipment or procedural updates. The statistical data in this report's tables may be the subject of ongoing review and classification. As such, minor variations may occur over time.

Pursuits that result in a serious injury or death are investigated by the Independent Investigation Unit of Manitoba (IIU). During 2022, no pursuits met the criteria for investigation by the IIU.

The Police Vehicle Operations Program (PVOP) is responsible for training both the theoretical and practical application of police vehicle operations. All officers must complete this training, which includes driving dynamics, cooperative driving, pursuit driving, risk assessment and forcible stopping techniques, before graduating from recruit training. Officers are also required to recertify in police vehicle operations on a biennial basis to ensure they continue to meet standards and are exposed to the latest training and safety developments.

2022 PURSUIT RESULTS

During 2022, the Winnipeg Police Service reported 79 pursuits.

Pursuits Summary¹

	2020		2021		2022	
Criminal Flight Pursuits Total	122		91		79	
	Occurrence	Frequency	Occurrence	Frequency	Occurrence	Frequency
Pursuits aborted	62	50.8%	42	46.2%	48	60.8%
Forcible stop attempted during pursuit phase	81	66.4%	48	52.7%	50	63.4%
Collisions total	41	33.6%	22	24.2%	13	16.5%
Injuries (officer, suspect, third-party)	29	23.8%	10	11.0%	6	7.6%
Traffic/HTA Offences	34	27.9%	21	23.1%	13	16.5%
Criminal Code Offences	88	72.1%	70	76.9%	66	83.5%

* Review of reports and classifications is an on-going process and may result in minor variations over time.

The Service aborted 48, or 60.8% of pursuits and attempted a forceable stopping technique in 50, or 63.4% of pursuits in 2022.

¹ In 2019, a review of the pursuit classification process was conducted by the PVOPM. As a result, the reporting system for pursuits was modified and due to changes to pursuit classification, data collected prior to 2020 is no longer comparable.

Pursuits Involving Stolen Vehicles

Year	Stolen Vehicles	Frequency
2020	35	28.7%
2021	38	41.8%
2022	38	48.1%

Of the 79 vehicle pursuits that occurred, 38 (48.1%) involved stolen vehicles.

Collision Classifications

During 2022, 13 collisions were reported and 6 injuries occurred.

Classification	2020		2021		2022	
	Occurrence	Frequency	Occurrence	Frequency	Occurrence	Frequency
Suspect vehicle with Police vehicle or multiple vehicles	14	34%	10	45%	4	31%
Suspect vehicle into third-party vehicle or multiple vehicles	9	22%	2	9%	4	31%
Suspect vehicle into Police and third-party vehicle	2	5%	0	0%	0	0%
Suspect vehicle into fixed or temporary object	13	32%	10	46%	4	31%
Police vehicle in suspect vehicle	1	2%	0	0%	0	0%
Police vehicle into fixed or temporary object	2	5%	0	0%	1	1%

*Review of reports and classifications is an on-going process which may result in minor variations over time.

The post-pursuit file review involves a complete representation of all members, given the totality of circumstances and the unique situation present in each pursuit. Officers whose actions have a high level of overall compliance with WPS procedure will be considered "Compliant". Those with minor procedural concerns are categorized as "Supervisory Review" and require additional consultation with a supervisor to clarify pursuit procedure. In such case, a Supervisor will review the incident with the involved members and clarify any procedural issues. Incidents of non-compliance require an additional review by the PRB and corrective action. During 2022, 4 of the 79 pursuits were forwarded for review to the PRB.

In 2021, the PVOPM developed an online e-learning pursuit module. The course module is used to provide additional and supplemental training to recruits. The PVOP continually evaluates and improves training in an effort to reduce liability of police pursuits.

ARMoured RESCUE VEHICLE

Acquired in 2015, the ARV is a tool used to ensure that Service members have the appropriate equipment when dealing with potentially volatile and violent situations. During tactical deployments, the primary purpose of the ARV is to serve as a protected rescue vehicle capable of delivering and removing Tactical Support Team members safely and securely from various high-risk environments. It is also designed to retrieve injured officers or citizens and extract them to safety.

ARV Deployment

The ARV was used for 77 tactical deployments during 2022. These instances of deployment involved 54 planned events involving *Criminal Code* search warrants for firearms, 18 murder investigations, and one hostage event. There were also 23 unplanned events, 16 of which involved firearms.

Community Engagement

In 2022, the ARV was displayed at six public engagements, including requests from the community and notable events such as the Santa Clause Parade, Special Olympics Golf Tournament, and Kids in Kare Picnic at the Forks.

Danny G. Smyth
Chief of Police