



MYRTLE BEACH POLICE DEPARTMENT

ADMINISTRATIVE REGULATIONS AND OPERATING PROCEDURES

Subject: *Pursuit Driving / Emergency Response*

Number: *207-D*

Effective Date: *January 1, 2001*

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Rescinds: <i>207 Pursuit Driving / Emergency Response</i>	Dated: <i>01-01-2001</i>
<i>207-A Pursuit Driving / Emergency Response</i>	<i>07-25-2003</i>
<i>207-B Pursuit Driving / Emergency Response</i>	<i>09-10-2014</i>
<i>207-C Pursuit Driving / Emergency Response</i>	<i>08-18-2021</i>

Approved By:

This policy is for internal use only and does not enlarge an employee's civil liability in any way. The policy should not be construed as creating a higher duty of care, in an evidentiary sense, with respect to third party civil claims against employees. A violation of this policy, if proven, can only form the basis of a complaint by this department for non-judicial administrative action in accordance with the laws governing employee discipline.

Applicable State Statutes: S.C. § 17-13-40, § 56-5-760, § 56-5-4700, § 56-5-4970
SC 23-23-85 Standard – Vehicle Pursuits

SCLEA Standards 16.2, 16.3, 16.4

I. PURPOSE

The purpose of this policy is to provide sworn employees with guidelines on the safe operation of police vehicles during emergency and pursuit situations, and the tactics available to safely stop or slow down a pursuit. The Myrtle Beach Police Department recognizes that sworn employees have a duty to apprehend persons who violate the law and have a duty to always operate a police vehicle with due regard for the safety of the public. Employees must be mindful of the balance between achieving the goals of law enforcement while maintaining the public's safety.

II. DEFINITIONS

1. The **Primary Pursuit Unit** is usually the police vehicle that initiates the pursuit but

is, in all cases, the unit in closest proximity to the fleeing vehicle.

2. **Pursuit** - A pursuit occurs when a sworn employee operates a law enforcement vehicle outside of traffic laws, in an attempt to follow, stop, apprehend, or maintain visual contact on a vehicle that has either fled or engaged in an evasive action. Traffic stops or other instances in which officers activate their emergency equipment, and the vehicle comes to a stop within a reasonably short distance, are not considered pursuits. This would include situations where a driver gives indications of compliance but continues to a safer or better-lit location.
3. The **Secondary Pursuit Unit** is the police unit that trails the Primary Pursuit Unit at a safe distance and is immediately available to assume the primary role or assist the Primary Pursuit Unit in the event the fleeing vehicle is stopped.
4. **Support Units** are police vehicles along the geographical route that remain alert to the direction and progress of the pursuit and may position themselves at strategic sites along the probable pursuit route or on parallel roadways for response to any exigencies that may develop.

III. PROCEDURE

1. EMERGENCY DRIVING PROCEDURES

- A. The driver of an authorized emergency vehicle may exercise the privileges set forth in this section, but subject to the conditions of this section, when engaged in an emergency response, when in pursuit of an actual or suspected violator of the law, or when responding to but not upon returning from a fire alarm.
- B. The State of South Carolina outlines the privileges and duties of the operator of an emergency vehicle by state statute (including S.C. § 56-5-760): The driver of an authorized emergency vehicle may:
 - 1) Park or stand, notwithstanding any other provision of this chapter;
 - 2) Proceed past a red or stop signal or stop sign, but only after slowing down as may be necessary for safe operation;
 - 3) Exceed the maximum speed limit if he does not endanger life or property;
 - 4) Disregard regulations governing the direction of movement or turning in specified directions.
 - 5) The exemptions in this section granted to an authorized emergency vehicle apply only when the vehicle is making use of an audible signal meeting the requirements of Section 56-5-4970 and visual signals meeting the requirements of Section 56-5-4700 of this chapter, except that an authorized emergency vehicle operated as a police vehicle need not use an audible signal nor display a visual signal when the vehicle is being used

to:

- a. Obtain evidence of a speeding violation;
 - b. Respond to a suspected crime in progress when use of an audible or visual signal, or both, could reasonably result in the destruction of evidence or escape of a suspect; or
 - c. Surveil another vehicle or its occupants who are suspected of involvement in a crime.
- C. When engaged in an emergency response in the performance of official duties, drivers of authorized emergency vehicles are granted exemptions from certain traffic laws by South Carolina Code Section 56-5-760; however, the exemptions do not relieve drivers from exercising due regard for the safety of all persons, nor will such exemptions protect drivers from the consequences of reckless disregard for the safety of others.
- D. A sworn employee, while engaged in emergency driving or a pursuit, will do so with due regard for the safety of others. When a sworn employee exceeds the speed limit, the speed limit exemption granted by state law shall not protect the employee from the consequences of a reckless disregard for the safety of others. The speed of a sworn employee engaging in emergency driving must therefore be reasonable and prudent and take into consideration the following factors.
- 1) The need for the emergency response versus the risk to the public and sworn employees.
 - 2) Seriousness of the call for service (severity of the offense or violation) and the sworn employee's knowledge of previous incidents.
 - 3) The posted speed limit for the road(s) being traveled upon.
 - 4) Pedestrian and vehicular traffic.
 - 5) Proximity of the sworn employee to the actual location of the emergency call for service.
 - 6) Time of day, road conditions, and environmental concerns, such as weather and visibility.
 - 7) Type and condition of police vehicles involved.
 - 8) Familiarity with geography.
- E. A sworn employee must be able to articulate why emergency driving was necessary at any time. When a sworn employee exceeds the posted speed limit by more than twenty (20) mph during an emergency response, they

must be prepared to articulate why such a speed is reasonable, prudent, and necessary in responding to the type of occurrence involved, given the factors present.

- F. All vehicles used for emergency response will be equipped with blue emergency lights, siren, hazard-warning lights, sharps container, fire extinguisher, and first aid kit.

2. RESPONSE MODES

A. Emergency Response:

- 1) Emergency Response may include calls for service involving a reasonable belief of imminent danger to persons or property or an ongoing need for immediate apprehension, such that a heightened response is warranted.

B. Routine Response:

- 1) Routine response is the operation of a police vehicle, without activating emergency equipment, in response to a situation of a nature that does not pose an immediate threat to human life and does not require extraordinary measures. Police personnel will respond to routine calls in a manner consistent with the normal traffic flow and must observe all posted speed limits, traffic control devices, and signals.

C. Responding in an Emergency mode:

- 1) The officer, in choosing an emergency response by self-initiating the response based on their decision on the available information provided, making sure to clarify the facts and circumstances with the dispatcher. Officers will not engage in an emergency response unless there is an articulable reason for such a response. For example, officers should only respond emergently to traffic collisions when there are reports of personal injury, lane obstructions, etc.
- 2) The officer will notify dispatch of any emergency response to a call for service, excluding traffic stops, pursuits, or requests for emergency assistance necessitating the use of blue lights and siren, and the dispatcher will log the response in the CAD under the appropriate incident number.
- 3) Supervisors may upgrade or cancel an emergency response decision based on the circumstances.
- 4) Safety, expeditious arrival, and protection of life and property are three primary elements that must be considered in every situation requiring an emergency response. Therefore, extreme care and caution must be exercised whenever an emergency response is initiated.

- 5) Upon approaching a controlled intersection in an emergency response, even in the instance where sworn employees have a green light for their direction of travel or are confronted with traffic congestion, sworn employees will reduce the speed of the police vehicle. Police vehicles using emergency equipment will not proceed through an intersection until all traffic has yielded the right-of-way to the police vehicle.
- 6) Sworn employees will always operate emergency equipment (blue lights and siren) anytime an emergency response requires them to travel into opposing traffic. Sworn employees required to travel into oncoming traffic will do so only for brief circumstances and in a safe and prudent manner with due regard for the safety of the public.
- 7) Upon arrival at the scene of a call, the responding sworn employee will rapidly evaluate the situation and determine whether additional units are needed, whether other units responding can cancel their emergency response, or cancel their response to the call for service.
- 8) No officer will participate in an emergency response in any agency vehicle, or otherwise, unless the officer has attended and successfully completed agency training in emergency response activities as required by South Carolina Code Section 56-5-760(E).

3. PURSUITS

- A. All actions meeting the definition of a "pursuit" shall be immediately reported to the officer's Supervisor and Dispatch. Failure to report a pursuit may be grounds for disciplinary action.
- B. Non-pursuit-rated vehicles are not permitted to engage in a vehicle pursuit. Pursuit-rated unmarked vehicles and motorcycle units may pursue vehicles as a primary or support pursuit unit only until the arrival of pursuit-rated marked units.
- C. Only two departmental units are authorized to actively pursue: the Primary Pursuit Unit and the Secondary Pursuit Unit.
- D. Pursuits will be conducted in compliance with the South Carolina Code and departmental directives.

E. DECISION TO PURSUE

- 1) An Officer's decision to pursue is a dynamic process that involves evaluating a multitude of factors in real-time. The goal is to balance the need to enforce the law with the paramount importance of public and officer safety. Officers are entrusted with the authority to initiate a pursuit using this procedure as a guideline. Officers must make quick

decisions based on the circumstances presented at the time, so they are further authorized to deviate from the guidelines when situations warrant, provided they have articulable facts justifying their actions. Officers are not authorized to disobey any lawful order of a Supervisor.

- 2) As a general rule, the need to capture or stop the violator must outweigh the inherent risks a vehicular pursuit poses to those involved and the public at large. Vehicular pursuits may be initiated in the following circumstances:
 - a. When it is reasonably believed the vehicle and/or occupant(s) are suspected of involvement in a violent felony that involves the use of force, or the threat of use of force. Violent crimes are defined, but not limited to, SC Code of Laws 16-1-60. Trafficking drugs such as heroin or cocaine does not meet this definition for the purposes of initiating a pursuit. Examples of offenses considered to be violent felonies outside of 16-1-60 include assault and battery 1st degree, assault and battery by mob 2nd degree, and strong-armed robbery. In addition, the crime of burglary in the 1st and 2nd degrees is approved for pursuit.
 - b. The suspect(s) pose an immediate threat of death or serious bodily injury to specific individuals or the public at large unless immediately apprehended.
 - c. The suspect is potentially impaired due to alcohol, drugs, illness, or other condition to an extent that he or she is operating the vehicle in such a manner that constitutes a serious and immediate threat to public safety.
- 3) Officers must continuously weigh the seriousness of the violation against the potential dangers to themselves and the public both before and during pursuit. The Supervisor is the authority to approve or disapprove a pursuit based upon this policy.
- 4) The decision to initiate pursuit must be based on the pursuing officer's conclusion that the immediate danger to the public created by the pursuit is less than the immediate potential danger to the public should the suspect remain at large. A Supervisor must also evaluate the circumstances and give authorization for the pursuit to continue. Many factors have a bearing on the officer's decision to pursue a vehicle or operate in an emergency mode, including:
 - a. Type and speed of vehicle being pursued.
 - b. Traffic conditions.
 - c. Weather conditions.
 - d. Road conditions.

- e. Time of day or night.
 - f. Nature of offense.
 - g. Condition of Police vehicle.
 - h. Any circumstance that could lead to a situation where the pursuing officer will not be able to maintain control of the police vehicle.
 - i. Identity of the offender is known.
- 5) Officers and Supervisors at all levels have a responsibility to closely monitor the progress of each pursuit. Officers and Supervisors must constantly weigh the need for apprehension against the dangers being created by the pursuit. The overriding concern must always be for the safety of the officer, the public, and the violator. In this regard, the decision to abandon pursuit may be the most intelligent course of action.
- 6) Individual Responsibility: Officers operating police vehicles will exercise due regard for the safety of all persons. Officers and Supervisors will avoid increasing the danger already caused by the motorist being pursued and are cautioned that they are accountable for the consequences if there is a reckless disregard for the safety of others.
- 7) Initial Contact: In order to diminish the likelihood of a pursuit developing, officers intending to stop a vehicle will, when practical, be within close proximity to the subject vehicle prior to activating the emergency signal devices.
- 8) Emergency Signal Devices:
- a. A pursuing vehicle must be equipped with functioning Blue Lights, Siren, and Headlights during a pursuit. If any of this equipment becomes inoperable, then the Officer will disengage from the pursuit.
- 9) Re-engagement of a previously pursued vehicle - The pursuit of a fleeing vehicle that has been previously pursued and lost by the police is considered a new pursuit, so the officer will restart the decision-making process and follow the requirements of this procedure before initiating the pursuit.

F. Active Pursuit Units:

- 1) The Primary Pursuit Unit and the Secondary Pursuit Unit will be the only two police vehicles actively involved in the pursuit unless the controlling Supervisor directs otherwise. If more assistance is authorized by a Supervisor, the number of additional units will be determined by:
- a. Nature of the offense
 - b. Number of suspects

- c. Whether the participating units have more than one officer per vehicle.
- d. Other clear and articulated facts that would indicate the increased hazard; e.g., heavily armed subject.

G. Primary Pursuit Unit Responsibilities:

- 1) Immediately notify Dispatch and a Supervisor that a pursuit is underway and provide the following information:
 - a. Unit identification (call number).
 - b. Location, speed, and direction of travel.
 - c. The specific reason for the pursuit, including known laws violated.
 - d. Vehicle description and license number.
 - e. As soon as practical, the number and description of occupants, hazardous traffic and weather conditions, and type of police vehicle being operated if it is other than a marked police unit.
- 2) Failure to transmit the above information as soon as possible may be cause for a Supervisor to terminate the pursuit.
- 3) Individual responsibility for actions of a pursuit rests with the Primary Pursuit Unit unless directed otherwise by a Supervisor. The authority of all involved units is, at all times, subordinate to the command of a Supervisor.
- 4) The Primary Pursuit Unit will be responsible for communications relating to the actual pursuit until the Secondary Pursuit Unit can take over the responsibility. This will not restrict the Supervisor from giving instructions or other information directly to any unit involved or Dispatch.

H. SECONDARY PURSUIT UNIT RESPONSIBILITIES

- 1) The next unit joining the pursuit will become the Secondary Pursuit Unit and shall immediately notify Dispatch of its identity. The Secondary Pursuit Unit will assume radio communications responsibility as soon as practical.
- 2) The Secondary Pursuit Unit should maintain a safe distance behind the Primary Pursuit Unit but be close enough to render assistance if required.
- 3) Should the Primary Pursuit Unit become disabled, the Secondary Pursuit Unit will become the Primary Pursuit Unit. The next responding closest unit will notify dispatch that they will be taking over as the Secondary Pursuit Unit.
- 4) The Secondary Pursuit Unit will suspend communications unless required by the Supervisor in charge or when necessary to relay significant information.

I. SUPPORT UNITS

- 1) Units that are responding and being coordinated as additional support will drive their vehicles in a safe and prudent manner and will obey all traffic laws unless otherwise authorized by a Supervisor.
- 2) These units may be used to deploy tire-deflation devices, block intersections, and/or respond to other exigencies.

J. COMMUNICATIONS RESPONSIBILITIES

- 1) Clear the appropriate radio channel and notify personnel that only emergency transmissions can be made.
- 2) Notify concerned field supervisors in the chain of command when a pursuit is initiated.
- 3) The Communications Supervisor will assist the dispatcher in coordinating the emergency pursuit radio traffic.
- 4) Receive and record all incoming information on the pursued vehicle.
- 5) Advise all other units that a pursuit is in progress, providing all relevant information.
- 6) Perform relevant record and motor vehicle checks as expeditiously as possible.
- 7) Control all radio communications during the pursuit while remaining cognizant that the affected supervisor is in control of the event and may intercede at their discretion.
- 8) Coordinate assistance under the direction of the Supervisor, assuming command.
- 9) Advise inter-jurisdictional agencies in the immediate vicinity of the pursuit and provide the following information:
 - a. Nature of offense.
 - b. Number of suspects.
 - c. Number of police units present.
 - d. Vehicle description and directions.
- 10) Continue to monitor the pursuit until it has been terminated.

K. SUPERVISORY / INCIDENT COMMANDER RESPONSIBILITIES

- 1) When an Officer calls out a pursuit, the Officer's immediate Supervisor should take control of the pursuit and be designated as the Incident Commander (IC). If the Officer's immediate Supervisor is unavailable or does not respond, then any available Supervisor will assume the role as the IC.

- 2) The IC will give an order to authorize or terminate the pursuit based on real-time information and Department policy. When the IC authorizes a pursuit to continue, the IC is concluding that the immediate danger to the public, created by the pursuit, is less than the immediate or potential dangers to the public should the suspect remain at large.
- 3) The IC will monitor and, when needed, direct specific units into or out of the pursuit; reassign primary pursuit, secondary, or other support unit responsibilities; approve or order alternative tactics; or terminate the pursuit in accordance with departmental policy.
- 4) The IC will continuously monitor and coordinate the following:
 - a. The number of units involved in the pursuit;
 - b. Directing pursuit vehicles into or out of the pursuit;
 - c. Re-designation of primary, secondary, or other support vehicle responsibilities;
 - d. Authorization and coordination of pursuit tactics;
 - e. Authorization and coordination of the use of tire-deflation devices;
 - f. Blocking of critical intersections;
 - g. The proper radio frequency is being utilized;
 - h. Affected inter-jurisdictional agencies are notified; and
 - i. Safely accomplish with minimal danger to the public, the officer, or the violator.

L. PURSUIT TACTICS

- 1) If a vehicle is being used as a weapon, officers will attempt to avoid situations that place them in direct danger of being hit and/or rammed by the vehicle. This may include affirmative steps to remove themselves from a position of compromise. They should keep in mind the inherent dangers associated with an uncontrolled vehicle, which may occur if an impact results.
- 2) Spacing: All units in pursuit, including the Primary Pursuit Unit, will space themselves at a distance that will ensure adequate reaction and braking time to avoid collisions caused by unexpected obstacles or the actions of vehicles to the front.

- 3) Traffic control devices and signals: extreme caution must be used should officers disregard traffic signs or signals, even though South Carolina Code specifically permits such conduct while in the pursuit of law violators. Officers will make use of all available warning devices to alert other motorists, cyclists, and pedestrians of an approaching authorized emergency vehicle. Officers will not enter an intersection until they are sure all traffic has yielded the right-of-way.

M. PROHIBITED TACTICS: The tactics described in this section may not be utilized unless authorized by a Supervisor or when Lethal Force is authorized by Department policy. Please refer to MBPD 206 – Use of Force.

- 1) Any pursuing vehicle will not duplicate reckless or hazardous driving maneuvers executed by the driver of the pursued vehicle.
- 2) Driving on the wrong side of the road or other controlled access highway, on/off ramp, or divided highway.
- 3) Driving alongside the pursued vehicle while it is in motion.
- 4) Boxing in: A deliberate tactic by two or more police vehicles to force a pursued vehicle in a specific direction or to force a pursued vehicle to stop or reduce speed by the maneuvering of police vehicles in front of, behind, or beside a pursued vehicle.
- 5) Heading off: Maneuvering a pursuing police vehicle during the course of an active pursuit into the path of the pursued vehicle in an attempt to force it to stop.
- 6) Caravanning: The following and direct participation in a pursuit by police vehicles other than the Primary Pursuit Unit and the Secondary Pursuit Unit.
- 7) Roadblocks of any kind used for the purpose of stopping a pursued vehicle are prohibited unless the roadblock is used to protect other officers or the general public.
- 8) Deliberately contacting, wrecking another vehicle, and forcing vehicles into objects.
- 9) Passing: There will be no attempt by officers to pass the Primary Pursuit Unit unless the passing officer receives specific permission from the Primary Pursuit Unit or a supervisor. The Primary and Secondary Pursuit Units will not drive parallel to each other during the pursuit, except during an authorized pass.

N. INTER-JURISDICTIONAL PURSUITS:

- 1) When a Myrtle Beach Police Department pursuit may potentially enter

another agency's jurisdiction, Dispatch will notify the other agency and specify that assistance is requested.

- 2) An officer will discontinue a pursuit when the pursuit exits the boundaries of Horry County, when the officer is unfamiliar with his or her location, or when communication with the Dispatcher or Supervisor is lost or unreadable. S.C. § 17-13-40.
- 3) Unless otherwise advised, units involved will remain on and monitor their assigned frequencies.
- 4) Requests by other agencies for assistance in a pursuit in their jurisdiction will be relayed to a field supervisor for evaluation, approval, and possible assignment.
 - a. Upon being made aware or formally notified by another agency of an inter-jurisdictional pursuit in progress within the city limits of Myrtle Beach, Dispatch will notify the field supervisor and the affected road units.
- 5) Officers will not become involved in the other agency's pursuit unless:
 - a. Involvement is specifically authorized by a Supervisor;
 - b. It is clearly demonstrated that a lone unit from the other agency is unable to request departmental assistance; or
 - c. It is clear that an emergency exists that dictates immediate intervention and assistance by units from the Myrtle Beach Police Department.
- 6) Notification by another jurisdiction of a pursuit in progress shall not be construed as a request to join the pursuit. The caller from the outside agency must be specifically asked if they are making a request for assistance or merely making a notification.
- 7) The authority to discontinue participation in an inter-jurisdictional pursuit rests with the Supervisor authorizing the pursuit or a higher-ranking supervisor.
- 8) The two-patrol-car pursuit rule applies unless additional units are authorized by a Supervisor.

O. TERMINATION OF PURSUITS:

- 1) The decision of an Officer to pursue or of a Supervisor to authorize a pursuit are both reversible. A decision to terminate a pursuit may be the most rational means of preserving lives and property.
- 2) The following circumstances mandate immediate termination of a pursuit:
 - a. A Supervisor orders the pursuit terminated.

- b. The Officer loses visual contact with the violator for an extended period of time (approximately 15 seconds).
 - c. When there is an equipment failure involving an emergency signal device, radio, brakes, steering, or other essential mechanical equipment, or damage to a patrol vehicle that creates a driving hazard, such as a damaged hood or a cracked windshield that obscures the officer's vision.
 - d. When there is a clear and unreasonable danger to the Officer, fleeing motorist, or other persons, and the danger caused by the continued pursuit is greater than the value of apprehending the suspect. A clear danger exists when speeds dangerously exceed the normal flow of traffic or when vehicular or pedestrian traffic necessitates dangerous maneuvering that exceeds the performance capabilities of the vehicle or driver.
- 3) While not necessarily dictating immediate action, strong and continuing consideration should be given to termination of the pursuit under the following conditions:
- a. Environmental factors such as rain, fog, or darkness substantially increase the danger of the pursuit.
 - b. The Officer is unfamiliar with the area and is unable to accurately notify Dispatch of their location and the direction in which the pursuit is proceeding.
 - c. Road conditions are congested by traffic or pedestrians (especially during rush hours or in a school area).
 - d. The violator proceeds the wrong way on any limited access highway, divided highway, or one-way street.
- 4) Under the following conditions, the Primary Pursuit Unit will reduce the level of pursuit to that of the Secondary Pursuit Unit or Support Unit:
- a. Another police vehicle comes into closer proximity to the vehicle being chased and is assigned as the Primary Pursuit Unit.
- 5) When a pursuit is terminated for any reason, the pursuing officers must notify dispatch, deactivate all emergency equipment, and slow to the posted speed limit. The Primary Pursuit Unit shall evaluate the circumstances before any further action and advise dispatch.
- 6) Unmarked or undercover vehicles may be used to track the fleeing vehicle after the termination of a pursuit as long as the fleeing vehicle has returned to normal operations and is not making evasive actions to avoid officers.
- 7) The Real-Time Crime Center and the use of Traffic Cameras may be used to track the vehicle and identify occupants.

P. RADIO TRANSMISSIONS:

- 1) Radio transmissions will be restricted to the Primary Pursuit Unit, the Secondary Pursuit Unit, and the IC. Other Support Units will not advise their location or other information unless deemed necessary for apprehension efforts.

Q. INVESTIGATION OF PURSUITS

- 1) In the event of an accident resulting from a vehicle pursuit, the Highway Patrol will be notified immediately to work the accident, and all accident reporting procedures will be followed.
- 2) All units involved in the pursuit will complete a Supplemental Report documenting their activities and locations by the end of the shift. They will also upload BWC and in-car camera video as soon as practicable after the pursuit.
- 3) The Dispatch Supervisor or designee will download the radio recording at the conclusion of the pursuit. The CAD Report and the radio recording will be forwarded to the IC by the end of the shift.
- 4) The IC will review any available audio and/or video and notify their Division Captain of any major procedure violations associated with the pursuit by the end of the shift.
- 5) A blank Vehicle Pursuit Report may be found in Forms & Documents. The IC will complete and forward the Vehicle Pursuit Report, the CAD Report, the UCR, Supplemental Reports, and the radio recording to their chain of command by the end of the next business day.
- 6) The Assistant Chief will appoint a Division Captain to:
 - a. Convene and serve as Chairperson of a Pursuit Review Board within seven (7) calendar days of the pursuit. The Board will be comprised of the Chairperson, a representative from Training, and command-level representatives from each Division that had an employee involved in the pursuit.
 - b. Order all personnel involved in the pursuit to be available to give testimony.
 - c. Present all reports, testimony, physical evidence, and other pertinent data relating to the vehicle pursuit to the Board.
 - d. Submit a report of the findings and recommendations to the Assistant Chief within seven (7) calendar days of the Board meeting.
- 7) After review and approval of the Assistant Chief, the Chief of Police, and the City Attorney, if needed, the Assistant Chief will forward approved

recommendations to the affected Division Commanders for follow-up.

- 8) The Assistant Chief will forward the complete file to the Office of Professional Standards for recording of the event in the Standards Software.

4. ANNUAL ANALYSIS AND REVIEW OF PROCEDURES

- A. The Office of Professional Standards, in conjunction with the Division Commanders, will conduct an annual analysis of all Emergency Vehicle Pursuits, as well as an annual review of the department's policies and procedures dealing with Emergency Vehicle Pursuits. OPS will submit a written report to the Assistant Chief showing what data was analyzed, who analyzed it, what was learned, and any recommendations for procedure changes, if any.
- B. After the report is approved by the Chief of Police, it will be distributed to command staff for follow-up and dissemination to all personnel.

5. DEPARTMENTAL USE ONLY

- A. This directive is for departmental use only and does not apply in any criminal or civil proceeding. This departmental procedure will not be construed as a creation of higher legal standards of safety or carry in an evidentiary sense with respect to third-party crimes. Violations of this procedure will only form the basis for departmental administrative sanctions. Violations of law will only form the basis for civil and criminal sanctions in a recognized judicial setting.