

**CITY OF ANDERSON POLICE DEPARTMENT**  
**Anderson, South Carolina**

<b>DIRECTIVE TYPE</b> General Order	<b>EFFECTIVE DATE</b> June 29, 2018	<b>NUMBER</b> 1503.3
<b>SUBJECT</b> Vehicle Pursuit and Emergency Vehicle Operations		
<b>REVISED</b> June 29, 2018		
<b>REFERENCE</b> SCLEA 2 <sup>nd</sup> Edition 16.3, 16.4 & Form APD-1550	<b>AMENDS/SUPERSEDES</b> All previous	
<b>DISTRIBUTION</b> All Personnel	<b>RE-EVALUATION DATE</b> Annual	<b>NO. PAGES</b> 15

- I. Purpose:** The purpose of this policy is to provide guidelines and directions: for the establishment of responsibility for the safe operation of law enforcement vehicles during a pursuit; for the initiation or discontinuation of pursuits; for the responsibility of participating officers and supervisor; and to provide the essential balancing of the necessity for the pursuit and more immediate apprehension of the fleeing subject against the risks involved with the pursuit which might include death, injury and/or property damage.

In fulfilling departmental objectives, officers will occasionally encounter dangerous subjects who will attempt to avoid capture by fleeing in motor vehicles. In these cases, officers should attempt to anticipate flight and utilize tactics to prevent a pursuit. If tactics to prevent a vehicle pursuit fail, tactics should be utilized to minimize the duration of the pursuit, and if possible, to influence the subject vehicle's direction in ways that reduce the risk of harm to others. Once initiated pursuits shall be monitored and assessed according to state statutes and this policy to ensure that the need to pursue outweighs the risk and dangers of the pursuit itself.

- II. Policy:** The department recognizes its responsibility to apprehend criminals and lawbreakers, but it also recognizes that higher responsibility to protect and foster the safety of all persons in the operation of police vehicles under pursuit conditions. Officers in operating under pursuit conditions shall be constantly aware that no assignment is too important and no task is to be expedited with such emphasis that any of the basic principles of safety are jeopardized. Therefore officers shall only engage in pursuits when the totality of the circumstances outweighs the risk to the officer and the public. Finally officers shall be held accountable for the consequences of reckless disregard for the safety of others and violations of this procedure. In initiating any pursuit the officer shall carefully consider the facts, the driving environment, the seriousness of the offense, the need for apprehension, all the possible consequences and the safety of all persons.

### **III. Definitions:**

- A.** Discontinue the pursuit: the law enforcement officer ends his or her involvement in the pursuit by slowing down to the posted speed limit and turning off his or her emergency light and siren.
- B.** Aerial support: the use of aerial surveillance to monitor a pursuit or take over the pursuit allowing vehicles to back off to a supportive role.
- C.** Authorization to continue pursuit: verbal approval, transmitted over the assigned radio channel, by the supervisor and acknowledgment by the dispatcher and the officer driving the primary unit.
- D.** Authorized Law Enforcement Vehicle: a motor vehicle belonging to a federal, state or local law enforcement agency with a functioning audible signal and a functioning flashing or revolving light.
- E.** Boxing-in: surrounding a violator's vehicle with emergency vehicles that are then slowed to a stop, forcing the violator's vehicle to do likewise.
- F.** Canalization: a technique where objects or vehicles are positioned in a manner intended to direct or redirect a fleeing vehicle into a clearly identifiable and unobstructed path.
- G.** Caravan: operating emergency vehicles in a line or alongside each other in a pursuit.
- H.** City vehicle: any motor vehicle that is owned, leased, or borrowed by the city.
- I.** Emergency Response for emergency call: a request for police service that presents an actual and immediate danger of death or serious bodily injury.
- J.** Deadly force: force when employed may bring about serious bodily injury or death.
- K.** Emergency operation: driving an emergency vehicle according to state law and this procedure in response to the highest-level emergency response CODE 3 call or in pursuit of a fleeing vehicle.
- L.** Inter-Jurisdictional Pursuit: Any vehicle that crosses into a neighboring jurisdiction, such as across municipal, county or state line.
- M.** Marked police vehicle: a police vehicle displaying the emblem and marking of the police department with overhead lights and audible warning devices.
- N.** Paralleling: operating an emergency vehicle on streets or a route parallel to the pursuit route.
- O.** Police vehicle: a city vehicle assigned to the police department.
- P.** Primary unit: The authorized law enforcement vehicle that initiates a pursuit or any other unit, which assumes control of the pursuit.
- Q.** Secondary unit(s): Any authorized law enforcement vehicle that becomes involved as a backup to the primary unit and follows the primary unit at a safe distance.
- R.** PIT (Precision Immobilization Technique) maneuver: a controlled deliberate contact with the rear of a fleeing vehicle by a marked police vehicle with the intention of spinning the vehicle in a predetermined direction to bring it to a stop.
- S.** Ramming: deliberate contact with a violator's vehicle by a marked police vehicle to force the violator's vehicle off the roadway.

- T. Roadblock: a barricade or other physical obstruction across a roadway set up to stop or prevent the escape of a fleeing vehicle.
- U. Secondary vehicle: the marked police vehicle that follows the primary vehicle in a pursuit acting as a back-up for the primary vehicle.
- V. Stop Stick/Spike Strip: a rigid column or a strip of belting containing specially designed hollow spikes which when deployed across a lane of roadway, penetrates tires, slowing the pursued vehicle usually to a complete stop.
- W. Supervisor: the supervisor assigned or assuming control of a pursuit situation.
- X. Terminate the Pursuit: The decision to discontinue the pursuit.
- Y. Unmarked police vehicle: a police vehicle not displaying the emblem or marking of the police department and not having emergency warning devices to include emergency lighting and siren.
- Z. Vehicle Pursuit: an active attempt by a law enforcement officer operating an authorized law enforcement vehicle to apprehend a fleeing suspect who is actively attempting to elude the police.
- AA. Violent felony: a serious felony that involves an actual or threatened attack that the officer has reasonable suspicion to believe could result or has resulted in death or serious bodily injury (e.g. aggravated assault, armed robbery, and murder, etc.)
- BB. Mobile Video Recording: (MVR): a recording device that records video and/or audio of a police event from a fixed camera mounted in a police vehicle.

**IV. Emergency Vehicle Operation: (SCLEA 16.3)** The State South Carolina outlines the privileges and duties of the operator of an emergency vehicle by state statute:

- A. The driver of an authorized emergency vehicle, when responding to an emergency call or when in the pursuit of an actual or suspected violator of the law or when responding to but not upon returning from a fire alarm, may exercise the privileges set forth in this section, but subject to the conditions of this section.
- B. The driver of an authorized emergency vehicle may:
  - a. park or stand, notwithstanding any other provision of this chapter;
  - b. proceed past a red or stop signal or stop sign but only after slowing down as may be necessary for safe operation;
  - c. exceed the maximum speed limit if he does not endanger life or property;
  - d. disregard regulations governing direction of movement or turning in specified directions.
  - e. 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:
    - i. obtain evidence of a speeding violation;
    - ii. 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

iii. surveil another vehicle or its occupants who are suspected of involvement in a crime.

C. Section Codes

1. The South Carolina Code of Laws, Section 56-5-30, provides municipal corporations with the authority to enforce local and state laws on all roads and highways within the municipality relating to the use and operation of vehicles on highways. Other applicable sections include:
2. South Carolina Code of Laws, Section 56-5-170: Emergency Vehicle defined.
3. South Carolina Code of Laws, Section 56-5-3260 (a): Pedestrians to Yield Right-of-Way to Emergency Vehicles.
4. South Carolina Code of Laws, Section 56-5-4700: Audible Signal Devices and Signal Lamps for Emergency Vehicles.
5. South Carolina Code of Laws, Section 56-5-760: the Emergency Vehicle Statute.

D. The sections of laws enumerated above place two requirements on the operator of an emergency vehicle:

1. The provisions of this section do not relieve the driver of an authorized emergency vehicle from the duty to drive with **due regard for the safety of all persons**.
2. An emergency vehicle only gains the right-of-way when using **both emergency lights and siren**.

E. Officers dispatched to incidents requiring a routine, (CODE 1), response shall respond immediately to the scene while obeying all traffic laws. The officer will immediately notify dispatch of all emergency response.

F. An emergency is deemed to exist when a request for assistance is characterized by a need for immediate response to alleviate an impending threat to the safety of persons. Existing emergencies are defined as:

1. Calls in which an "officer needs assistance". If possible, the requesting officer should describe what type of assistance is needed.
2. A murder or an attempted murder is in progress.
3. A confirmed armed robbery is in progress, a confirmed armed robbery alarm is in progress, or if either has just immediately occurred.

4. A burglary is in progress or a confirmed burglar alarm is activated in either a business or private residence.
5. A rape in progress.
6. A traffic accident involving serious personal injury.
7. A hostage situation.
8. An Arson is in progress.
9. A known dangerous felon (warrants on file).
10. A fight in progress does not constitute an emergency response **unless weapons are involved.**
11. A SWAT callout that dictates emergency response.
12. Any other incident that the supervisor deems necessary or so orders.

The provisions of this section do not relieve the operator of an emergency vehicle from the duty to drive with due regard for the safety of all persons and property upon the highway.

- G.** An officer will respond CODE 3 to incidents described in section F above. The officer must give his/her unit number, when responding CODE 3. At this point the supervisor must affirmatively acknowledge the radio transmission.
1. The supervisor is the final authority on the response code.
  2. Although a supervisor may initially approve a Code 3 response, the supervisor has the authority to cancel or change the response code at any given time.
  3. If the supervisor does not approve the Code 3 response, the supervisor must make sure to direct the disapproval to the requesting officer. For example: "C-2, Negative on Code 3, proceed as a routine response."
  4. The communications personnel does not dispatch calls for service with a response code.
- H.** An operator involved in an emergency response shall utilize both the emergency lights and siren to warn vehicular traffic along the emergency route.

## **V. Procedure:**

### **A. Routine Vehicle Operation**

1. Under normal, non-emergency situations and when responding to routine calls for service, operators of Police Department vehicles will adhere to all traffic laws

and will drive in a safe and courteous manner.

2. Only authorized persons shall be permitted to operate Police Department vehicles.
  - a. Authorized persons are defined as sworn personnel, reserve officers, mechanics for the purpose of diagnosing repairs, and other City of Anderson employees as authorized by the Chief of Police or by a police supervisor in emergency situations. \*
3. All operators must possess a valid South Carolina driver's license and must notify their supervisor at any time their driving status changes.
4. Seat belts and shoulder harnesses will be worn by both the driver and all passengers whenever police vehicles are in motion.
  - a. Exceptions: In circumstances of imminent danger or when the outside potential threat to the occupants outweighs the possibility of being involved in an accident. Examples of these situations include but are not limited to:
    - (1) When arriving on-scene at calls-for-service.
    - (2) When patrolling in "High-Crime" areas.
    - (3) When patrolling behind buildings and other places which provide an ambush opportunity for assailants.
    - (4) Other exceptions as may be deemed appropriate by South Carolina Criminal Justice Academy training standards.
5. Police vehicle operators will ensure that the police radio is on at all times while the vehicle is in operation. It is the responsibility of all officers to monitor the radio and respond when called.
6. An emergency escort is one of the most dangerous acts in which an officer can be called upon to participate. As a result of many serious accidents stemming from such escorts, this practice is prohibited.
  - (1) When an officer is requested to escort a private vehicle which is carrying an ill or injured person, the officer will determine the severity of the illness or injury. The officer should offer to call an ambulance and administer the appropriate first aid.
  - (2) If the situation is not of a life-threatening nature, the officer should suggest the driver proceed carefully and obey all traffic regulations and, if it is appropriate, suggest the safest and quickest route to the hospital.

- (3) If the situation is of a life-threatening nature, the officer will administer what proper aid he/she is trained and able to perform and request appropriate assistance. The officer will inform the dispatcher of the nature of the problem as best he/she can with the information available. The dispatcher will then send the appropriate assistance. In no case will the ill or injured person be transported for treatment in a police vehicle.

**B. Pursuits:**

1. A major priority of the City of Anderson Police Department is the protection of life and property. If a motor vehicle pursuit exposes an officer, suspect, or member of the general public to greater risk than the suspect's continued freedom, the pursuit is not consistent with this responsibility and must therefore be terminated.
2. In situations involving a speeding, fleeing violator, the safety of persons can never be compromised to apprehend the violator. The foremost thought in the officer's mind must always be safety.
3. A motor vehicle pursuit is justified only when the necessity of immediate apprehension outweighs the level of danger created by the pursuit.
4. Because of circumstances which may be present in any pursuit, the following sections are guidelines and considerations which are designed to aid officers in decision-making.
5. The goal of this policy is to promote safety if and when an officer decides to initiate a pursuit.

**C. Pursuit Restrictions:**

- a. **Only two emergency vehicles, -- a primary vehicle and a secondary vehicle, shall engage in a pursuit, unless additional emergency vehicles are authorized specifically by the managing supervisor.**
- b. Officers shall not continue a pursuit or assist in a pursuit unless immediate authorization for the pursuit is received from the managing supervisor.
- c. Officers shall not set up roadblocks or deploy tire deflation devices in the course of a pursuit unless specifically authorized by the supervisor. In the course of a pursuit, deliberate contact between vehicles or forcing the pursued vehicle into parked cars, ditches or any other obstacle, boxing in, heading off, ramming or driving alongside the pursued vehicle while it is in motion will be prohibited unless such actions are specifically authorized by the supervisor. Such actions may be approved **only** when the use of deadly force would be authorized.
- d. Officers shall not engage in ramming, caravanning or driving immediately alongside a fleeing vehicle.
- e. **Boxing-In:** Officers shall not box a vehicle in without supervisory authorization.

- i. Low-Speed Box-In: is a seizure and therefore may only be utilized in accordance with the department's response to active resistance policy.
- ii. High-Speed Box-In: is a seizure by means of force which may cause serious bodily harm or death and thus constitutes a use of deadly force. Before a supervisor may authorize the use of a "high-speed Box-In" deadly force must be justified.
- f. Pursuits shall not be undertaken where the officer is operating a two-or three-wheeled police motorcycle.
- g. If a pursuit is discontinued by the primary vehicle, (unless for mechanical reasons), or the supervisor, then all officers shall discontinue the pursuit.
- h. Only emergency vehicles or marked police vehicles with emergency warning devices shall initiate a pursuit. All units in a pursuit should space themselves at a distance that will ensure proper braking and reaction time in the event the lead vehicle stops, slows or turns.
- i. Officers engaged in a pursuit shall not drive emergency vehicles the wrong way (against the regular flow of traffic) on a divided highway, interstate, or expressway or any other street or highway designated for one-way traffic, despite allowances in the state vehicular code.
- j. When a fleeing vehicle goes the wrong way against traffic, the primary officer shall:
  - i. parallel the vehicle in the correct lane of traffic
  - ii. notify dispatch of a wrong way driver
  - iii. request assistance from outside agencies to shut down vehicular traffic on the highway coming in the fleeing subject's direction
  - iv. have communications notify department of transportation to activate reader boards to advise motorists of a wrong way driver
- k. Officers shall not engage in a vehicle pursuit when they are transporting prisoners, witnesses, civilian riders, suspects, complainants or any person who is not a member of this department.

**D. Environmental Considerations:** Officers shall carefully consider carefully the facts and weigh the seriousness of the offense against the possible consequences of jeopardizing the safety of others by a continuous evaluation of the following at the time of the initiation and continuation of the pursuit:

- a. Time of day and day of the week
- b. Location
- c. Lighting conditions
- d. Vehicular and pedestrian traffic
- e. Identification of Driver or Passenger.
- f. Officer's familiarity with the area.
- g. Type of roadway
- h. Condition of the roadway (e.g. dry, wet, paved, gravel, icy)



- i. Weather conditions (e.g. clear, overcast, rain, fog)
- j. Condition of the emergency vehicle and the condition and type of the fleeing vehicle
- k. Driving ability of the officer
- l. Speeds of the emergency vehicle and the fleeing vehicle

**E. Initiating the Pursuit: Officers shall only initiate a pursuit:**

- a. When there is reasonable suspicion that the driver or passenger of that vehicle **has committed a violent felony, or**
- b. When there is evidence of **outrageous, reckless driving** generally or possibly in **association with driving under the influence** and these observations precede the officer's intervention through any pursuit mode. An example would be cases where law enforcement has received numerous calls from citizens concerning the motorists reckless driving.

**F. Responsibilities of the Primary Vehicle Driver:**

- a. Upon receiving approval from the supervisor at the earliest possible moment, activate the vehicle's emergency warning devices from the point of initiation to that of completion.
- b. **Immediately notify communications of:**
  - i. **His or her unit number**
  - ii. **the location**
  - iii. **direction of travel**
  - iv. **speed**
  - v. **reasons for the pursuit**
  - vi. **the description of the vehicle being pursued with tag number.**
  - vii. **the number of occupants**
  - viii. **the presence of other law enforcement agencies**
  - ix. **location at the time the pursuit is discontinued**
- c. Failure to provide the above information may be cause for the supervisor to order termination of the pursuit.
- d. The initiating or primary unit bears operational responsibility for the pursuit, unless relieved by a supervisor.
- e. The primary unit may maintain pursuit, as long as it is safe to do so, until: Directed to terminate the pursuit by a supervisor, the suspect is stopped, or the pursuit extends beyond the jurisdictional county line.
- f. Provide updated information regarding direction of travel, speed, and other pertinent details;
- g. Allow the secondary vehicle driver to assume all communications;

- h. Abandon the pursuit if any mechanical problems develop in the primary vehicle;
- i. Discontinue the pursuit if the hazardous circumstances or environmental factors present an unreasonable risk to public safety.
- j. Officers are reminded that South Carolina law now allows a pursuit to extend into the counties and, up to the county line. It is the policy of the City of Anderson Police Department to always adhere to current state law (in effect at the specific time of a pursuit) with respect to jurisdictional limitations in pursuits. The current boundaries are posted within the traffic workroom, and it is all officers and supervisors responsibility to know where these limits come to an end. The on-duty supervisor may elect to continue (or direct a subordinate to continue) a pursuit beyond the jurisdictional limitations.
- k. Officers must continually question whether the seriousness of the crime justifies continuing the pursuit. A pursuit shall be terminated under any of the following circumstances: (SCLEA 16.4g)
  - i. If, in the opinion of the pursuing officer or the supervisor, there is a clear and unreasonable danger to the officer or other users of the highway created by the pursuit that outweighs the necessity for immediate apprehension.
  - ii. The suspect's identity has been established to the point that later apprehension can be accomplished and there is no longer any need for immediate apprehension.
  - iii. The prevailing traffic, roadway and environmental conditions indicate the futility of continued pursuit.
  - iv. The pursued vehicles location is no longer known.
  - v. The pursuing officer knows, or is reasonably certain, that the fleeing vehicle is operated by a juvenile and the offense constitutes a misdemeanor or non-serious felony and the safety factors involved are obviously greater than that which the juvenile can cope.

**G. Responsibilities of the Secondary Vehicle Driver:**

- a. The first officer arriving to assist the primary vehicle driver shall notify communications and becomes the secondary vehicle driver;
- b. This officer shall receive immediate authorization from the supervisor to assist in the pursuit to the extent that a supervisor is available and monitoring the pursuit.
- c. This officer shall activate all warning devices from the point of entry into the pursuit until it is ended while following the primary vehicle at a safe distance and shall assume the radio communications for the primary vehicle driver;
- d. This officer shall become the primary vehicle driver if it abandons the pursuit, or shall abandon the pursuit if any mechanical problems develop in the secondary vehicle.

**H. Responsibilities of the Supervisor:**

- a. Assert control over the pursuit.

- b. Control the number of authorized vehicles in the pursuit.
- c. Immediately authorize continuation of the pursuit or orders discontinuation depending on the hazardous circumstances and environmental factors present as communicated by the primary vehicle driver.
- d. Order units to clear intersections in the likely path of the pursuit where appropriate.
- e. Ensure that not more than two (2) emergency vehicles engage in the pursuit unless additional emergency or marked police vehicle are required based on the following circumstances:
  - i. the severity of the offense;
  - ii. the number of occupants in the suspect vehicle;
  - iii. the likelihood of the suspects being armed.
- f. Direct and approve necessary tactics in the pursuit; including authorizing termination of the pursuit through approved use of force tactics.
- g. Continuously evaluate the pursuit;
- h. Assign additional officers to traffic control, accident investigation, foot pursuit, and/or perimeter security;
- i. Order the discontinuation of the pursuit at any time hazardous circumstances or environmental factors present an unreasonable risk to public safety;
- j. Respond in all situations to the scene of any arrest resulting from the pursuit to control the scene.

**I. Responsibilities of the Communications Center:**

- a. Assure that the supervisor of the pursuit is clearly identified and that the approval to initiate or continue the pursuit is broadcast;
- b. Assure that pursuing officers (primary and secondary vehicle drivers) request supervisory approval and that all critical information is received from the officers involved and relayed to other units;
- c. Keep the supervisor apprised of all relevant traffic problems and other actions that might impact upon the conduct of the pursuit.
- d. Record all information received from the pursuing officer
- e. Clear the radio channel
- f. Conduct an inquiry of the license plate through NCIC
- g. Notify adjacent jurisdictions of the pursuit and the potential that it may enter their jurisdiction.
- h. Continue monitoring the pursuit.

**J. Uses of force/Termination of Pursuit:**

- a. Remember that roadblocks, the PIT maneuver, and Stop-sticks or spike strips as well as the firearm, constitute seizures, i.e. a stopping of movement by a means intentionally applied. Roadblocks, the PIT maneuver, and tire deflation devices could under certain

circumstances constitute the use of deadly force but as uses of force. As with any use of force tactic, prior to the deployment of such a tactic, officers must be trained with respect to the tactic. This training shall incorporate decision-making training that includes when to use this force option as well as how to use this force option. In using these tactics officers should consider:

- i. How serious is the offense that the officer suspects at the time they use the tactic?
  - ii. Is there a physical threat to the officer or any other person and how significant is that threat?
  - iii. Is the suspect actively resisting or attempting to evade arrest by flight?
  - iv. Officers shall also take into consideration, the potential result of the particular tactic, based upon the circumstances presented.
  - v. Officers should recognize that the use of a tactic that is likely to result in a serious crash constitutes deadly force and shall not be used unless deadly force is justified.
  - vi. Officers shall not use tire deflation devices on motorcycles or ATVs unless deadly force would be justified.
- b. Use of firearms:
- i. The use of firearms to affect the apprehension of a fleeing suspect is a use of deadly force.
  - ii. Officers shall not shoot at or from a moving vehicle unless:
    - (a) The officer has a reasonable belief that an occupant of the vehicle poses an imminent threat of death or serious physical injury to the officer or another person, or
    - (b) The officer has a reasonable belief that an occupant is using the vehicle in a manner that poses an imminent threat of death or serious physical injury to the officer or another person, and there is no avenue of escape.
- c. Roadblocks: Only in the case of suspected fleeing violent felons whose escape poses a danger to life, may an officer set up a stationary or rolling roadblock, a decision that shall be approved by the on-duty supervisor. This decision to establish a roadblock shall consider:
- i. the safety of the officers
  - ii. the risk of physical injury to the occupants of the pursued vehicle
  - iii. the protection of citizens and their property
  - iv. that stationary roadblocks must be clearly visible at a distance sufficient to enable approaching vehicles to stop safely. The officer in charge of the roadblock shall notify communications of the exact location.
- d. PIT maneuver will not be utilized by this agency.
- e. Stop Sticks/spike strips will not be utilized by this agency.
- f. There may be situations where a higher degree of risk inherent in the pursuit is necessary to apprehend a suspect. Such situations would involve serious felony crime(s) against

person(s) where the use of deadly force is justified in the apprehension, and the escape of the suspect would create a clear and imminent danger to the general public. In these situations, when authorized by a supervisor of command level, extraordinary means may be used to bring the pursuit to a conclusion as quickly as possible.

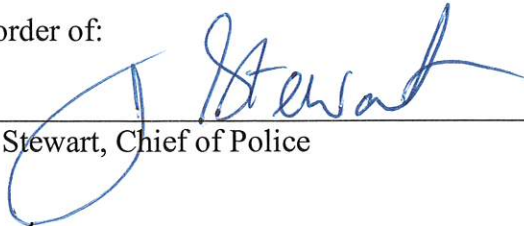
- K.** In all cases, officers shall employ felony/high risk traffic stop techniques at the end of pursuits.
- L. Reasons for Discontinuation of Pursuit:** Any officer involved in a pursuit shall terminate the pursuit, and immediately notify communications of his point of discontinuation under any of the following conditions:
- a. When ordered by a supervisor, or any other higher-ranking member of the department; any officer of any rank can cancel a pursuit if he/she perceives that the primary and/or secondary pursuit officers need to call it off for any reason (focus issues, tunnel vision, lack of knowledge of the area, lack of experience, etc.).
  - b. When the officer believes the level of danger created by the pursuit outweighs the necessity for immediate apprehension;
  - c. When the risk conditions have increased and the subject's identity has been established to the point where later apprehension can be accomplished and there is no longer any need for immediate apprehension;
  - d. When the location of the pursued vehicle is no longer known;
  - e. When motorists/pedestrians are involved in an accident as a result of the pursuit, immediate assistance shall be given. If there is only the marked primary police vehicle, then this vehicle must stop to provide assistance.
  - f. Discontinuation of a pursuit requires the officer(s) to abandon all active attempts to stop and/or follow the suspected vehicles and officer(s) shall turn off all emergency equipment.
- M. Inter-jurisdictional Pursuits:**
- a. Pursuits from this jurisdiction into another jurisdiction: Notify, through communications, the other jurisdiction as soon as possible of the reasons for the pursuit, the vehicle description and if assistance is requested.
  - b. Pursuits from another jurisdiction into this jurisdiction:
    - i. The communications staff should determine the number of police vehicles from the other jurisdiction that are involved in the pursuit, find out the circumstances of the pursuit to include the offense, vehicle description and if assistance is requested.
    - ii. Supervisors will only approve assistance from this jurisdiction if the offense is in keeping with our justification for a pursuit, i.e. violent felony or reckless driving and the number is limited to only one vehicle from the outside jurisdiction. If the pursuit does not conform to this policy, officers shall not engage in the pursuit but may attempt to control intersections to promote the safety of innocent persons in the vicinity.
    - iii. A supervisor from this jurisdiction will proceed to the point of completion of the pursuit as quickly as possible.
    - iv. The initiating agency will remain in control of any pursuit that crosses into this jurisdiction and will remain responsible for the pursuit.

- v. Generally, officers will not continue with a pursuit that has passed through this jurisdiction, once the pursuit has left this jurisdiction.
- N. Report and Review Process:** The primary officer conducts an immediate investigation of the circumstances of the pursuit and shall submit a written report regardless of whether the pursuit was discontinued or terminated, or the subject was apprehended. The departmental Pursuit After Action Report Form shall be completed after any pursuit. In addition to providing the required information on the form, the supervisor will indicate in the narrative section the following:
- a. The reason or probable cause for engaging in the pursuit;
  - b. An account of all violations committed during the course of the pursuit;
  - c. A summary of tactics employed to apprehend the subject;
  - d. The exact point of the discontinuation, apprehension, or termination of any pursuit.
  - e. If the subject is apprehended, there should be an account of the officer's involvement in that arrest.
  - f. The primary officer's report additionally will include the following:
    - i. Officers assigned to the pursuit and the assignment of all those involved in the pursuit in various roles;
    - ii. A summary of any accidents or other incidents arising from or related to the pursuit;
    - iii. A complete evaluation on the adherence of the pursuit's conduct to the department's pursuit policy;
    - iv. If the supervisor discontinued the pursuit, the time and location that the pursuit was ordered terminated.
    - v. The supervisor will ensure and approve the After Action Pursuit Form and Incident Report:
      - (a) Collect police vehicle video from all officers involved in the pursuit;
      - (b) Order and include a copy of the communications/dispatch tapes;
      - (c) Review and approve each report to ensure that all required information is present;
      - (d) Forward a copy to Internal Affairs to conduct an analysis of the pursuit;
      - (e) Sign off on complete jacket for the Solicitor's Office;
  - g. The division captain regarding the officer will meet with the internal affairs inspector to discuss discrepancy with any statutes and policies and make a recommendation for further action based upon violation of policy (various forms of discipline, suspension, letter, verbal reprimand, and/or retraining).
- O. Mobile Video Recordings:** Officers will record pursuits utilizing mobile video recordings. These recordings are for law enforcement purposes only and must be held and disseminated in accordance with South Carolina governmental records requirements. General Order 1507.4 governs the policy on Wearable Video Audio Recorders.
- P. Training:** Every City of Anderson Police Officer and any other law enforcement officer who drives a police vehicle in pursuit of an actual or suspected violator of the law, as defined in

SCCJA regulation R. 38-610 C, shall successfully complete a course of instruction approved by the SCCJA relating to pursuit operations and police emergency vehicle operations in general.

- Q. Annual Report:** The Internal Affairs Inspector shall prepare an annual report evaluating the pursuit history and frequency during that year. This report shall assess the adequacy of the written policy, training and field implementation of the Department's pursuit policy.
- R. Accountability:** This procedure recognizes the need for pursuit under certain circumstances, but it also recognizes that high-speed pursuits must be exercised with caution. Great reliance is placed on the individual officer and the shift supervisor in the application of their experience, common sense, and training. All officers involved in pursuits will be held accountable for continuing a pursuit when circumstances call for the termination of the pursuit.

By order of:

  
\_\_\_\_\_  
Jim Stewart, Chief of Police

7-12-18  
Date