

 <p style="text-align: center;">COLLEGE PARK POLICE DEPARTMENT COLLEGE PARK, GEORGIA STANDARD OPERATING PROCEDURE</p>	Issue Date	SOP #
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I. PURPOSE

The purpose of this policy is to provide guidelines and direction to the College Park Police Department officer and personnel: for the establishment of responsibility for the safe operation of police 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 the College Park Police Department 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 efforts 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.

The College Park Police Department places the highest value on the safety and wellbeing of its officers and the public at large. It is the goal of this policy to ensure that emergency operation of police vehicles while in pursuit is done in a manner that provides due regard for the safety of the general public and the police officers involved.

II. POLICY

It is the policy of the College Park Police Department to recognize its responsibility to apprehend criminals and lawbreakers, but to also recognize the higher responsibility to protect and foster the safety of all persons in the operation of police vehicles under pursuit conditions. To this end, Officers of the College Park Police Department shall only engage in a pursuit for forcible felony offenses as defined in this chapter. No pursuits shall be authorized for offenses other than forcible felonies and the forcible felony offense must be the primary reason for the pursuit, not a consequence of the pursuit. Officers shall be held accountable for the consequences of reckless disregard for the safety of others and violations of this procedure.

Officers 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. In initiating any pursuit, the officer shall carefully consider the facts, the driving environment, seriousness of the offense, need for apprehension, possible consequences and the safety of all persons.

III. DEFINITIONS

A. Authorization to Continue Pursuit – verbal approval, transmitted over the primary radio channel, by the supervisor and acknowledged by the dispatcher and the primary unit.

B. 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.

C. 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.

D. Channelization – 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.

E. Discontinue Pursuit – The law enforcement officer ends their involvement in a pursuit by slowing down to the posted speed limit, notifying dispatch that they are discontinuing the pursuit and turning off the emergency lights and siren.

F. Emergency Operation – Driving an emergency vehicle according to state law and this procedure in response to a Priority or High Priority call or in pursuit of a fleeing vehicle.

G. Emergency Equipment – Emergency equipment includes flashing or rotating blue lights which are roof or interior mounted and a vehicle mounted emergency siren system.

H. Marked Law Enforcement Vehicle – An authorized department owned vehicle with department emblem and markings on both sides and the rear of the vehicle in lettering not less than 4 inches high and equipped with audible siren/warning device as well as visible emergency red and or blue lights.

I. PIT (Precision Immobilization Technique) – Deliberate contact with the rear of a fleeing vehicle by a marked police vehicle, driven by an officer trained in the procedure, with the intention of forcing the vehicle to a stop.

J Pursuit Driving – An active attempt by a law enforcement officer operating a motor vehicle and utilizing simultaneously all emergency equipment to apprehend one or more occupants of another moving vehicle, when the driver of the fleeing vehicle is resisting apprehension by maintaining or increasing his speed, ignoring the officer, or attempting to elude the officer while driving at speeds in excess of a legal speed limit.

K. Primary Pursuing Unit – The law enforcement vehicle that initiates the pursuit or any other unit that assumes control of the pursuit.

L. Secondary Pursuing Unit – A police unit involved in the pursuit other than the primary pursuing unit.

M. Stop Stick – A rigid column or strip of belting containing specially designed hollow spikes which, when deployed across a lane of traffic or in the path of a vehicle refusing to stop, penetrates and deflates the tires forcing the vehicle to reduce speed and or stop. A stop stick may also be referred to as a “spike stick” or “spike strips.”

N. Supervisor – The supervisor assigned or assuming control of a pursuit situation.

O. 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.

P. Forcible Felony – Any felony which involves the use or attempted use physical force or violence against any person. Such crimes will include murder; felony murder; armed robbery; kidnapping; hijacking of a vehicle; rape; aggravated child molestation; aggravated sexual battery; arson in the first degree; the manufacturing, transporting, distribution, or possession of explosives with intent to kill.

Q. Unmarked Law Enforcement Vehicle – An authorized law enforcement vehicle owned by this agency without the markings and emblem of the department displayed that is equipped with visible emergency blue lights and audible siren or warning device when activated.

IV. EMERGENCY VEHICLE OPERATION

The State of Georgia outlines the privileges and duties of the operator of an emergency vehicle by state statute. Officers must be acting in response to an actual, ongoing bona-fide emergency in order to employ the privileges and immunities of the law. O.C.G.A. § 40-6-6 states the following standards for the use of Authorized emergency vehicles:

- A. The driver of an authorized emergency vehicle or law enforcement vehicle, when responding to an emergency call, 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 Code section.
- B. The driver of an authorized emergency vehicle or law enforcement vehicle may:
 - 1. Park or stand, irrespective of the provisions 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 limits so long as he or she does not endanger life or property; and
 - 4. Disregard regulations governing direction of movement or turning in specified directions.

5. The exceptions granted by this Code section to an authorized emergency vehicle shall apply only when such vehicle is making use of an audible signal and use of a flashing or revolving red light visible under normal atmospheric conditions from a distance of 500 feet to the front of such vehicle, except that a vehicle belonging to a federal, state, or local law enforcement agency and operated as such shall be making use of an audible signal and a flashing or revolving blue light with the same visibility to the front of the vehicle.

6. The foregoing provisions shall not relieve the driver of an authorized emergency vehicle from the duty to drive with due regard for the safety of all persons.

7. When a law enforcement officer in a law enforcement vehicle is pursuing a fleeing suspect in another vehicle and the fleeing suspect damages any property or injures or kills any person during the pursuit, the law enforcement officer's pursuit shall not be the proximate cause or a contributing proximate cause of the damage, injury, or death caused by the fleeing suspect unless the law enforcement officer acted with reckless disregard for proper law enforcement procedures in the officer's decision to initiate or continue the pursuit. Where such reckless disregard exists, the pursuit may be found to constitute a proximate cause of the damage, injury, or death caused by the fleeing suspect, but the existence of such reckless disregard shall not in and of itself establish causation.

V. PROCEDURES

A. Pursuit Restrictions

1. Only three (3) emergency vehicles, a primary and up to two (2) secondary vehicles, shall engage in a pursuit. No department owned motorcycles will engage in pursuit actions.
2. Officers shall not continue a pursuit or assist in a pursuit unless immediate authorization for the pursuit is received from the managing supervisor.
3. Officers shall not set up roadblocks (See SOP 12-3), or deploy tire deflation devices without the approval of a supervisor.

4. If a pursuit is discontinued by the primary vehicle (other than for mechanical reasons) or is discontinued by the supervisor, then all officers shall discontinue the pursuit.

5. Only authorized, marked law enforcement vehicles with emergency warning devices shall initiate a pursuit. Unmarked law enforcement vehicles shall neither initiate nor participate in a pursuit.

6. 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. When a fleeing vehicle goes the wrong way against traffic, the primary officer shall:

- a) Parallel the vehicle in the correct lane of traffic;
- b) Notify dispatch of a wrong way driver;
- c) Request assistance from outside agencies to shut down vehicular traffic on the highway coming in the fleeing subject's direction; and
- d) Have communications notify the Georgia Department of Transportation to activate reader boards to advise motorists of a wrong way driver.

7. Officers not involved in the pursuit shall limit radio traffic to only emergency traffic and communication critical to the pursuit.

8. Officers shall not engage in a pursuit when they are transporting prisoners, witnesses, suspects, complainants or any person who is not an employee of the College Park Police Department.

B. Pursuit Initiation

It is the responsibility of the operator of a primary pursuing unit to reach a rational conclusion whether or not to pursue a fleeing vehicle. Officers are only allowed to pursue for a forcible felony offense as defined in this policy and this offense must have occurred prior to any police contact and prior to the decision to initiate a pursuit. In all pursuits, the initiating officer is to advise the radio dispatcher of the pursuit, and to provide the dispatcher and supervisor with requested information concerning the fleeing vehicle or the pursuit, and to update

the dispatcher of the progress of the pursuit. Failure to provide this information may be cause for the on duty supervisor to cancel the pursuit.

In order to diminish the likelihood of a pursuit, the initiating officer should be in close proximity of any vehicle before attempting a stop and when possible in a location that would tend to decrease the opportunity for a violator to flee and would insure the safety of the officer and the violator.

C. Environmental Considerations

Officers shall carefully consider 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:

1. Nature of the offense;
2. Time of day;
3. Lighting Conditions;
4. Volume of vehicular and/or pedestrian traffic (i.e., school zones, hospital zones, parks, shopping centers, etc.);
5. Type of roadways the pursuit likely will travel or is traveling;
6. Location and geographical area where the pursuit likely will occur or extend into;
7. Weather conditions and road conditions;
8. Availability of assistance from other police units;
9. Speeds involved;
10. Officer and suspect vehicle condition;
11. Speed of pursued vehicle;
12. Whether there is a real or apparent emergency;
13. Danger of injury to the officer, offender or other citizen; and

14. Any other factor which affects the general safety of the pursuit.

Each officer must immediately evaluate the above factors and make the decision to pursue based on the individual circumstances of a particular situation. A pursuit that would be considered appropriate on early morning streets without significant traffic volume may not be appropriate during day time or rush-hour traffic conditions.

Note: A College Park Police officer is under no legal obligation to initiate or continue a pursuit. In many circumstances, public safety concerns will dictate that an officer not initiate a pursuit or that he or she discontinue the pursuit.

D. Responsibilities of the Primary Unit

1. 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. **(If primary officer cannot contact the supervisor for approval, the officer shall discontinue the pursuit.)**
2. Immediately notify communications of:
 - a) His or her unit number;
 - b) The location;
 - c) Direction of travel;
 - d) Speed;
 - e) Reason for the pursuit;
 - f) The description of the vehicle being pursued, including license if known;
 - g) The number and description of occupants (sex, race, etc.);
 - h) The presence of other law enforcement agencies;
 - i) Location at the time the pursuit is discontinued; and

- j) Any information concerning the use of firearms, threat of force, or other usual hazard.
- 3. Provide updated information regarding direction of travel, speed and other pertinent details.
- 4. Allow a secondary occupant of the primary pursuit unit or secondary pursuit unit to assume all communications.
- 5. Abandon the pursuit if any mechanical problems develop in the primary pursuit unit.
- 6. Discontinue the pursuit if the hazardous circumstances or environmental factors present an unreasonable risk to public safety.
- 7. Before leaving the city limits, the pursuing officer will inform the supervisor who will make the decision whether or not to continue or terminate the pursuit.

E. Pursuit Continuation

- 1. During a pursuit, the police officer will continually evaluate the internal and external factors involving the pursuit. The police officer will weigh these factors and determine whether to continue or terminate the pursuit.
- 2. A safe distance shall be maintained between both vehicles, enabling the pursuing police officer to duplicate any sudden turns, stops, or maneuvers by the fleeing vehicle to lessen the possibility of a collision.
- 3. Pursuing police officers will not pull alongside of or in front of a fleeing motorist in an attempt to force the subject into a parked vehicle, or any other obstacle. Nor shall any attempt be made to ram the vehicle unless necessary for the preservation of life. Intentionally bumping or ramming a pursued vehicle will only be initiated after permission from a supervisor has been granted, unless the action is necessary for the preservation of life. A supervisor may approve intentional bumping, ramming or PITing of a pursued vehicle only after verifying that the vehicle is posing a threat to the life of third party citizens, law enforcement officers or innocent parties contained within the violator vehicle.

4. The use of rolling roadblocks, blocking or boxing maneuvers, or PIT should **only** be utilized at a supervisor's direction. However, if the vehicle being pursued is posing a significant threat to public safety, and a brief momentary opportunity presents itself, the pursuing units may proceed with the maneuver. This should only be done when the amount of time it would take to gain a supervisor's permission would cause the pursuing units to miss the opportunity to proceed with the maneuver. Only officers trained in these maneuvers should be allowed upon supervisor's approval to attempt. This should be a rarity as most pursuits are of a nature where supervisory permission for a maneuver can be gained.

5. Police officers involved in pursuits will make all reasonable efforts to ensure that video cameras and microphones in police vehicles are activated as well as body worn cameras.

6. Unmarked police units will not engage in a pursuit unless the fleeing vehicle represents an immediate and direct threat to life or has committed a forcible felony and is likely to repeat the act if not captured. Whenever a marked unit becomes available to take over the pursuit, the unmarked unit will withdraw immediately from the pursuit.

7. No pursuing unit will continue pursuit if it becomes involved in a collision unless the collision is with the vehicle being pursued or no other police units are available to continue the pursuit.

8. The Precision Immobilization Technique (PIT Maneuver) is not considered a collision and the pursuing unit can continue the pursuit. The PIT Maneuver should only be utilized by officers trained in this technique and should only be used after supervisor approval.

F. Pursuit Discontinuation

No police officer will be disciplined for discontinuing a pursuit, and any supervisor may discontinue a pursuit at any time without fear of disciplinary action. Once a pursuit is discontinued, the pursuing units will safely turn off the roadway at the first available road or private drive. The pursuing officer will discontinue the pursuit if any of the following events or conditions occurs:

1. Any of the emergency equipment on the police unit ceases to function;
2. It becomes evident that the risk to life and property begin to outweigh the benefit derived from the immediate apprehension or continued pursuit of the offender;

3. 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;
4. The environmental conditions indicate the futility of continued pursuit;
5. Upon the order of a supervisory or command staff officer;
6. The distance between the pursued vehicle and the police vehicle is such that continuing the pursuit is futile;
7. The pursuit moves into a geographical area where the pursuing officer is not familiar with the territory.

G. Secondary Unit's Responsibility

Once the pursuit is engaged, the operator of a secondary pursuit unit will:

1. Use the radio only out of absolute necessity, take into consideration distance to travel to the pursuit, existing traffic and weather conditions. *Units not involved in the actual pursuit should not use the radio unless necessary;*
2. Move into tactically advantageous positions to assist with the stop of the suspect vehicle;
3. Not caravan the pursuit; not more than two (2) secondary police units will actively pursue. A secondary pursuing unit may follow the pursuit to act as back-up for the primary pursuing unit; secondary pursuing units will communicate with the Dispatch Center, advising locations and directions, allowing the primary pursuit unit to concentrate on the operation of the police vehicle;
4. The secondary pursuing units will be spaced appropriately and drive so as to allow for ample reaction time and distance in order to reduce the possibility of officer involved accidents.
5. A secondary unit may become the primary pursuit unit if the operator of the primary pursuit unit abandons the pursuit for any mechanical problems.

6. If a secondary pursuit unit experiences any mechanical problems that develop during the pursuit, the operator of such vehicle should abandon the pursuit and advise the monitoring supervisor.

H. Supervisor's Responsibilities

1. It shall be the responsibility of a supervisor of the shift or unit to review the facts given by the pursuing officer and to make an independent judgment if the pursuit should be continued based on the guidelines of this policy. In order to make a sound judgment, the supervisor shall communicate with the pursuing units and ascertain answers to the following questions at a minimum, when practical:

- a) What is the probable cause;
- b) What is the driving behavior (i.e., speed, lane usage, etc.);
- c) Has identification been made (i.e., driver, tag, etc.)?

2. Based on all information available, a supervisor will give approval for the pursuit, or order the termination of the pursuit if, in his or her opinion, the dangers to the safety of and wellbeing of the officers and the public at large created by the pursuit outweigh the need for an immediate apprehension of the offender. No supervisor will be disciplined for canceling a pursuit.

3. Continuous monitoring of the pursuit's progress by a supervisor will be made until the pursuit ends or the pursuit is terminated by the officer or a supervisor.

4. Ensure that not more than three (3) emergency vehicles engage in the pursuit.

5. The supervisor will order other units to clear intersections in the likely path of the pursuit, where appropriate.

6. The supervisor will direct and approve necessary tactics in the pursuit, including authorizing termination of the pursuit through approved use of force tactics. Unless otherwise directed by a supervisor, no more than three (3) authorized law enforcement vehicles will become actively involved in the pursuit. Additional units may respond to the location on report of a successful PIT or foot pursuit. Supervisors will monitor

staffing levels and require a minimum number of units to remain in the city.

7. The supervisor shall continue to monitor the hazardous circumstances and environmental factors present and shall order discontinuation of the pursuit if those factors change to present an unreasonable risk to public safety.

8. If the pursuit exits city jurisdiction, a supervisor will ensure that no more than three (3) authorized law enforcement vehicles continue the pursuit.

9. A supervisor will generally remain within the city jurisdiction to ensure proper direction to police officers not involved in the pursuit, unless a supervisor is the primary pursuing unit, the only unit close enough to assist as the secondary pursuing unit or a supervisor deems it necessary to leave the city and there are additional supervisors who can direct police officers not involved in the pursuit. Any supervisor that is in the primary pursuing unit or the secondary pursuing unit will relinquish his or her position in the pursuit to another authorized marked law enforcement vehicle if one arrives capable of taking over the primary or secondary role.

10. A supervisor should respond in all cases to the scene of any arrest resulting from a pursuit in order to control the scene.

11. A supervisor will ensure that all necessary forms are completed including a minimum of an incident report and a Pursuit Report. Other forms may be necessary (i.e., accident report, evidence transmittal form, Use of Force Form, etc.) depending on individual cases.

12. If a police officer is involved in a serious situation (i.e., accident, shooting, etc.) which requires a supervisor being present, a supervisor will ensure adequate manpower is left within the city jurisdiction.

13. A supervisor will notify the Chief of Police or his or her designee at the earliest possible time if a police officer is involved in a serious accident, injured, or if deadly force is used.

I. Responsibilities of the Communications Center

The Communications Officers will be responsible for the following tasks:

1. Ensure that the supervisor of the pursuit is clearly identified and that the approval to initiate or continue the pursuit is broadcast;
2. Ensure 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;
3. Keep the supervisor apprised of all relevant traffic problems and other actions that might impact upon the conduct of the pursuit;
4. Record all information received from the pursuing officer;
5. Ensure that communications on the radio channel used by the pursuit units relates only to the pursuit;
6. Conduct an inquiry of the license plate through NCIC and GCIC;
7. Notify adjacent jurisdictions of the pursuit and the potential that it may enter their jurisdiction giving as much information as possible; and
8. Continue monitoring the pursuit.

J. Use of Firearms during a Pursuit

Police officers will not discharge a firearm at or from a moving vehicle except as the ultimate measure of self defense or the defense of another when the offender is employing deadly force. Departmental standard operating procedure regarding deadly force shall be strictly followed.

Firing the firearm solely to disable a vehicle is strictly prohibited.

In every incident, the police officer shall take into account the location of vehicular and pedestrian traffic and the potential hazard to innocent persons.

K. Precision Immobilization Technique (PIT Maneuver)

Only officers who have been trained and are currently certified in the Precision Immobilization Technique (PIT Maneuver) shall use the PIT Maneuver. The PIT maneuver shall only be utilized at a supervisor's direction.

Discretion should be used in determining if the speed of the pursuit and area being traveled at the time a PIT maneuver is applicable would be conducive to the PIT maneuver. The operator will consider all of the following but not limited to:

1. Speed;
2. Road type;
3. Weather and surface conditions;
4. Width of road;
5. Traffic,
6. Close proximity to geographic areas such as schools, parks, and transit stations which may pose a heightened risk for the public at large and;
7. His or her own skill level and experience with the Pit Maneuver prior to an attempting the execution of the PIT Maneuver.

The PIT Maneuver should only be used at speeds and at locations where the operator, based on training and experience, feels it is reasonable to expect that the maneuver can be safely accomplished. The PIT Maneuver should only be used if the fleeing vehicle represents an immediate and direct threat to life or has committed a forcible felony and is likely to repeat the act if not captured. Officers should always be aware that the danger and risk of serious injury increases as speed increases.

The secondary pursuing unit(s) shall block an escape route for the pursued vehicle after the PIT Maneuver has been accomplished by the unit that performed the PIT Maneuver.

L. Stop Sticks/Spike Strips

Only officers trained in the use of Stop Sticks/Spike Strips shall deploy them making sure that their use is contained in the pursuit report. The deploying officer shall advise pursuing units and all other units that they should distance themselves from the pursued vehicle and be prepared to slow down before entering the deployment site. Other traffic shall be diverted from the site if at all possible.

On pursuits entering this jurisdiction, Stop Sticks/Spike Strips may only be used where an outside pursuing agency is actively engaged in the pursuit of a violent felony subject. The on-duty supervisor shall evaluate the request and may authorize the officers to deploy Stop Sticks/spike strips.

M. Pursuit Termination

In all cases, given the very nature of the offense that generated a pursuit, officers shall employ felony/high risk traffic stop techniques at the end of all pursuits.

N. Inter-Jurisdictional Pursuits

(See SOP 12.4)

Pursuits initiated by an outside Agency traveling through the City of College Park will be the responsibility of the initiating Agency. College Park Police Department officers will not become involved in pursuits initiated by other Agencies except to:

1. Block intersections along the pursuit route;
2. Attempt to regulate traffic to minimize danger of injury to pursuing police officers, other motorist or pedestrians, and the occupants of pursued vehicles;
3. Provide geographical information;
4. To provide assistance once the violator is stopped;
5. To provide assistance with the pursuit upon specific request and approval from a College Park Police supervisor (i.e., when the primary vehicle has no secondary unit for back-up).

O. Prohibited Practices

The following are prohibited practices by members of this Agency during a pursuit:

1. Police officers will not pursue violators the wrong way on Interstate highway or other one way roadways. In most cases, the primary pursuing unit will make all efforts to forewarn motorists by coordinating with other units who may be in a position to warn those motorists or stop traffic on the effected roadway.

2. Police officers will not discharge their firearms at a moving vehicle unless an occupant of the vehicle is using deadly force. Whenever possible, police officers will receive permission from a supervisor before doing so.
3. Units will, at all costs, avoid intersecting the path of an oncoming high-speed vehicle.
4. Police units that have prisoners, witnesses, suspects, complainants or civilian passengers aboard will not become engaged in pursuits.
5. Except for the primary and secondary pursuing units involved in the immediate pursuit, there will be no caravanning by other units.
6. There will be no attempt to pass the primary pursuing unit unless the passing police officer receives specific permission from the primary pursuing officer or a supervisor, or if the primary vehicle becomes disabled or relinquishes control.
7. Civilian employees will not participate in pursuits in any manner.
8. Units not among the approved pursuit units will not parallel the pursuit by way emergency equipment and or high speed driving. *(Nothing prevents additional units from responding as needed -emergency response or otherwise- to a bush bond or successful PIT or other emergency event related to the pursuit when called upon or directed by a supervisor).*

P. Training

Officers shall not be authorized to utilize any equipment or tactics during a pursuit unless the officer has received proper training and/or certification with respect to that equipment or tactic and, if applicable, supervisory approval.

Q. Reporting Pursuits

Police officers initiating any pursuit shall submit a written report through the use of the Agency's Incident Report and be debriefed by a supervisor. In addition, the Pursuit Report Form will be completed in RMS by the on-duty supervisor who investigates the pursuit.

The on-duty supervisor shall conduct an immediate investigation of the circumstances of the pursuit and shall submit a supplement to the officer's report regardless of whether the pursuit was discontinued or terminated, or the subject

was apprehended. The College Park Police Department's Pursuit 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:

1. The reason or probable cause for engaging in the pursuit;
2. An account of all violations committed during the course of the pursuit;
3. A summary of tactics employed to apprehend the subject;
4. The exact point of the discontinuation, apprehension, or termination of any pursuit;
5. If the subject is apprehended, there should be an account of the officer's involvement in that arrest; and
6. The supervisor's report additionally will include the following:
 - a) Officers assigned to the pursuit and the assignment of all those involved in the pursuit in various roles.
 - b) Summary of any accidents or other incidents arising from or related to the pursuit.
 - c) A complete evaluation on the adherence of the pursuit's conduct to the department's pursuit policy.
 - d) If the supervisor discontinued the pursuit, the time and location that the pursuit was ordered terminated.

R. Pursuit Review

A review panel consisting of the officer's immediate supervisor, shift commander, the officer's Division commander and the commander of the Office of Professional Standards shall be responsible for reviewing each pursuit initiation, conduct, termination and the actions or inactions of the supervisor monitoring the pursuit. The review panel will be responsible for determining appropriateness of the pursuit and adherence to this policy.

The appropriateness of the decision to initiate a pursuit should be based on the factors outlined under the initiation of a pursuit, and on the information available

to the officer at the initiation of the pursuit, not on the outcome of the pursuit or on information determined after the pursuit.

The Office of Professional Standards shall be notified of the Pursuit Report and the accompanying Incident Report. The Office of Professional Standards will conduct an annual review of pursuits and forward a written report to the Chief of Police. The Commander of the Office of Professional Standards shall cause a compilation of the preceding year's pursuits to be made on a form provided by the Director of State Certification and this form shall be forwarded to the Director of the Georgia Law Enforcement Certification Program (GLECP) by 01 March.

S. Familiarity with State Statutes

All police officers shall be familiar with the following sections of the Official Code of Georgia and shall adhere to the regulations contained in each section:

1. Section 40-8-91: Marking and Equipment of Law Enforcement Vehicle;
2. Section 40-8-92: Designation of Emergency Vehicles, Flashing or Revolving Lights;
3. Section 40-8-94: Sirens, Whistles, or Bells.
4. Section 40-6-395: Fleeing or Attempting to Elude Police Officer;
5. Section 40-6-6: Authorized Emergency Vehicle;
6. Section 40-6-74: Operation of Vehicles on Approach of Authorized Emergency Vehicles;
7. Section 40-6-99: Pedestrians to Yield to Authorized Emergency Vehicles.
8. Section 17-4-20: Arrest Without a Warrant