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| East Haven Police Department  | Type of Directive: Policies & Procedures | | No. 414.109 |
| | Subject/Title: Motorized Pursuits | Issue Date: February 27, 2024 | |
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| References/Attachments: Policies and Procedures #: 404, 405, 407 Connecticut General Statutes § 14-283 and 14-283a | | Rescinds: 414.7, 414.8, G.O. 2024-019 | |
| | | Amends: N/A | |

I. PURPOSE

- A. The purpose of this directive is to set forth the policies and procedures of the East Haven Police Department (EHPD) regarding the pursuit of motor vehicles, in accordance with the provisions of Connecticut General Statute § 14-283a.

II. POLICY

- A. It is the policy of the East Haven Police Department that no police officer shall initiate a vehicular pursuit unless the officer has reasonable suspicion to believe that the driver or occupant has committed or is attempting to commit a crime of violence, or there are exigent circumstances that warrant the need to apprehend the suspect in a timely manner because of the potential for harm to the public if the apprehension does not occur.
- B. It is the policy of the East Haven Police Department that supervisors shall be accountable for communicating with officers involved in a motorized pursuit and for the decision to terminate the pursuit when it exposes any officer, suspect, or member of the general public to any unnecessary risk of harm or injury.

III. DEFINITIONS

- A. Authorized Emergency Vehicle: A police vehicle equipped with operable emergency equipment, including audible siren and red/blue flashing lights, while such vehicle is being operated by a police officer.

- B. **Boxing-In:** The surrounding of a violator's moving vehicle with multiple police vehicles, which is then slowed to a stop along with the violator's vehicle.
- C. **Communications:** The East Haven Public Safety Communications Center (EHPSCC) and its personnel who are the central dispatch center for the Department.
- D. **Crime of Violence:** An offense in which physical force, the attempted use or threatened use of physical force, is used against another person(s) for the purpose of, injuring, damaging or abusing another person(s), or any offense that is a felony and that involves a substantial risk that physical force against another person may be used in the course of committing the offense.
- E. **De Facto Pursuit:** When an officer engages in pursuit without activating his/her emergency lights and sirens, which includes, but is not limited to, any of the following circumstances:
1. When an officer terminates a pursuit, but continues to follow the fleeing vehicle (trailing).
 2. In the event a suspect vehicle appears to be fleeing, an officer continuously and for an extended period of time or distance follows the vehicle without activating his/her emergency lights and/or sirens.
 - a. This section shall not apply to officers that are coordinating a safe tactical plan to conduct a motor vehicle stop as soon as feasible and safe to do so, observing operation to determine suspected impairment from drugs and/or alcohol, or attempting to disburse unlawful gatherings of a large group of motor vehicles, motorcycles, or ATVs.
 3. Following a failure to stop incident, the officer intentionally continues to follow the suspect vehicle.
 4. In the event an officer is conducting surveillance in a non-patrol vehicle, his/her disobeying traffic laws without the use of emergency lights or sirens will not constitute a de facto pursuit. However, depending on the circumstances, he/she may still be in violation of other Department Policies & Procedures.
- F. **Ghost Pursuit:** When an officer engages in a vehicle pursuit without reporting the incident as a pursuit.
- G. **Failure to Stop:** After attempting a motor vehicle stop, the driver of a vehicle attempts to avoid apprehension by maintaining or increasing the speed of such vehicle or by ignoring the police officer's attempt to stop such vehicle. Once recognizing the operator's intent on disobeying the officer's signal to stop, the officer promptly deactivates his lights and/or sirens instead of initiating a pursuit.
- H. **GPS Launcher:** A compressed air-launcher that is mounted on an authorized law enforcement vehicle and deploys a GPS projectile/tag that adheres to the suspect vehicle.

- I. Heading Off: An attempt to terminate a pursuit by pulling ahead of, behind or toward a violator's moving vehicle to force it to the side of the road to otherwise come to a stop.
- J. Intervention Technique: Any device by its design used to reduce the risks or dangers associated with police pursuits that, when deployed and contact is made, will cause the fleeing vehicle to sustain flattened tires and force it to slow down.
- K. Primary Unit: The police vehicle operated by a police officer that initiates a pursuit or any police vehicle operated by a police officer that assumes control of the pursuit.
- L. Pursuit: An attempt by a police officer in an authorized emergency vehicle to apprehend any occupant of another moving motor vehicle, when the driver of the fleeing vehicle is attempting to avoid apprehension by maintaining or increasing the speed of such vehicle or by ignoring the police officer's attempt to stop such vehicle.
- M. Roadblock: An obstruction used in the roadway, natural or manmade, having the purpose of stopping vehicular traffic.
- N. Secondary Unit: Any police vehicle operated by a police officer that becomes involved as a backup to the primary unit and follows the primary unit at a safe distance.
- O. StarChase: A real-time tagging and GPS tracking tool to reduce dangerous high-speed pursuits.
- P. StarChase GPS Tag: A device containing a small GPS module that is attached to a suspect vehicle with an industrial-strength adhesive compound.
- Q. StarChase Pursuit Management System (StarChase): A system which allows a police officer to remotely affix a GPS tracking device from an equipped police vehicle onto a suspect vehicle that is or suspected to flee.
- R. Street Paralleling: Driving a police vehicle on a street parallel to a street on which a pursuit is occurring.
- S. Supervisor: A sworn member designated by the Department to have supervisory control over the operation of the Department's vehicles during a pursuit.
- T. Tertiary Police Vehicle: Any police vehicle which supplements the primary or secondary police vehicle, however, is not active in the pursuit.
- U. Trailing: Continuing to follow a suspect vehicle after the termination of a pursuit.
- V. Vehicle Contact Action: Any action undertaken by the pursuing officer intended to result in contact between the moving police vehicle and the pursued vehicle.

- W. Vehicle Paralleling: A deliberate offensive tactic by one or more law enforcement vehicles to drive alongside the pursued vehicle while it is in motion.
- X. Vehicle Tracking: Monitoring the movement of a motor vehicle via GPS without maintaining constant visual contact.
- Y. Violation: An offense which is not a crime, for which the only sentence authorized, is a fine and which is not expressly designated as an infraction. C.G.S. § 53a-27.
- Z. Violator - Any person operating a motor vehicle whom a police officer reasonable believes has committed a violation or a crime as defined by Connecticut General Statutes, or poses an immediate threat to the safety of the public or other police officers

IV. PROCEDURES

A. Initiation of a Pursuit

1. A police officer may only engage another vehicle in a pursuit if the officer has reasonable suspicion to believe that the driver or occupant has committed or is attempting to commit a crime of violence, or there are exigent circumstances that warrant the need to apprehend the suspect in a timely manner because of the potential for harm to the public if the apprehension does not occur. The officer(s) must be able to articulate the exigent need to apprehend the driver or occupant(s) because of the potential harm or risk to the public.
2. Offenses that constitute infractions, property crimes to include stolen motor vehicles, non-violent misdemeanors and non-violent felonies shall not be justification to engage in a pursuit of another vehicle, absent articulable exigent circumstances.
3. The officer(s) involved in the pursuit and their supervisor(s) shall continuously reassess the factors listed above to determine whether the pursuit shall continue or be terminated.
4. A pursuit shall not be undertaken, even if allowable by other provisions of this directive, unless and until the officer, based upon the information available to him/her at the time, shall make an objectively reasonable determination that the threat of imminent death or serious physical injury to the officer, the public or both, created by the pursuit is less than the immediate or potential danger to the public, should the suspect(s) or occupant(s) remain at large. A decision to engage in a pursuit shall be based upon the following.
 - a. The underlying crime for which the operator or occupants are suspected of committing.
 - b. Whether the identity of the operator or occupant is known and apprehension by other means is possible.

- c. The immediate danger to the public and the police officer(s) created by the pursuit is less than the immediate danger to the public should the occupants of the pursued vehicle remain at large.
- d. Location, speed, direction of other traffic, population density, type of vehicle being pursued and operators driving behaviors.
- e. Environmental factors such as, weather, time of the day, and visibility.
- f. The relative capabilities of the police vehicle(s) and the vehicle being pursued.
- g. Road conditions, including surface type, wet, icy, dry roadway. Road typography, traffic controls.
- h. The presence of other people in the police vehicle.
- i. Population density, vehicular and pedestrian traffic.

B. Pursuit Operations

1. All authorized emergency vehicle operations shall be conducted in strict conformity with Connecticut General Statutes § 14-283a and 14-283.
2. Upon engaging in or entering into a pursuit, the pursuing officer shall activate his/her police vehicle's emergency lights and siren. An audible warning device shall be used during all such pursuits.
3. The pursuing officer shall immediately notify EHPSCC of the location, direction and speed of the pursuit, the description of the pursued vehicle and the initial purpose of the stop. The police officer shall keep the EHPSCC updated on the pursuit.
4. EHPSCC personnel shall immediately notify any available supervisor of the agency or agencies involved in such pursuit, clear the radio channel of non-emergency traffic, enter the pursuit into the CAD system, and relay necessary information to other police officers of the involved police agency or agencies, and adjacent police agencies in whose directions the pursuit is proceeding.
5. When engaged in a pursuit, officers shall drive with due regard for the safety of persons and property.
 - a. A police vehicle entering any intersection against traffic control signals or signs shall slow to safe speeds and be prepared to slow or stop to avoid any collision.
6. Unless circumstances dictate otherwise, a pursuit shall consist of no more than three (3) police vehicles, one of which shall be designated as the primary unit. No other personnel shall join the pursuit unless instructed to participate by a supervisor.

7. The primary unit involved in the pursuit shall become secondary when the fleeing vehicle comes under police air surveillance or when another unit has been assigned primary responsibility.
8. Officers designated as the secondary unit during a pursuit shall:
 - a. Assist the primary unit during the motor vehicle pursuit.
 - b. Maintain a safe distance behind the primary unit.
 - c. Facilitate communications between the primary unit, the EHPSCC, and the supervisor.
 - d. Assist the primary unit with the apprehension and security of the suspect when the motor vehicle pursuit is completed.
 - e. Assume the role of the primary unit in the event the primary unit is unable to continue the motor vehicle pursuit; and at which time, the new primary unit shall evaluate the pursuit and determine if the pursuit should be terminated or continued.
 - f. Call for the termination of the pursuit if they feel circumstances exist that would necessitate termination.

C. Supervisory Responsibilities

1. When made aware of a pursuit, an on-duty supervisor shall evaluate the situation and conditions that caused the pursuit to be initiated, the need to continue the pursuit, and monitor incoming information, coordinate and direct activities as needed to ensure that proper procedures are used.
2. Such supervisor shall also have the authority to terminate the pursuit and/or intervention techniques.
 - a. When the supervisor communicates a termination directive, all agency vehicles shall disengage warning devices and cease the pursuit.
 - b. The supervisor will confirm that all units have ceased the pursuit.
3. When feasible, the on-duty supervisor shall respond to the location where a vehicle has been stopped following a pursuit.
4. The supervisor shall complete a detailed report in the Law Enforcement Administration System (LEAS) Department Review (DR) reporting module prior to the end of their shift in accordance with Policies and Procedures # 407 – Use of Force Review and Investigations.

D. Pursuit Tactics

1. All police units in active pursuit shall space themselves at reasonable and safe distances to permit adequate braking and reaction times if any preceding vehicle stops, slows, turns, becomes disabled or collides with any vehicle or object.
 2. Police officers not engaged in the pursuit as the primary or secondary unit shall not normally follow the pursuit on parallel streets unless authorized by a supervisor or when it is possible to conduct such an operation without unreasonable hazard to other vehicular or pedestrian traffic.
 3. When feasible, available patrol units having the most prominent markings and emergency lights shall be used to pursue, particularly as the primary unit.
 - a. When an unmarked unit initiates a pursuit, the pursuit shall be taken over by a marked unit when one becomes available. The marked unit will be the primary unit.
 - b. The unmarked unit shall disengage altogether when an additional marked unit becomes available as the secondary unit.
 3. Motorcycles may be used for a pursuit in exigent circumstances including, but not limited to, situations where a crime of violence has been committed, deadly force has been used by a vehicle occupant, or the pursuit is necessary to preserve a life, provided that weather and related conditions allow such pursuit to continue.
 - a. Motorcycles shall disengage from the pursuit when support from marked patrol units becomes available.
 4. Once the pursued vehicle is stopped, police officers shall utilize appropriate police officer safety tactics and shall be aware of the necessity to utilize only the force the police officer reasonably believes to be necessary to take occupants into custody.
- E. Stop Intervention Techniques
1. Officers may forcibly stop a suspect's vehicle during a pursuit under the circumstances of when the officer reasonably believes it is necessary to prevent immediate, imminent death or serious physical injury to himself/herself or others in accordance with Policies and Procedures # 404 – Use of Force.
 2. Forcible stops may only be utilized to apprehend one of the following persons after all reasonable alternatives have been exhausted or would be ineffective.
 - a. A dangerous fleeing felon - A person for whom there is reasonable cause to believe that the person has committed a violent felony involving an actual or threatened attack which the police officer has reasonable cause to believe could or has resulted in death or serious physical injury.
 - b. Any person who is operating a motor vehicle recklessly and in such a manner as to be reasonably likely to cause death or serious injury to any other person. The officer must be able to articulate the exigent need to apprehend the operator or occupant because of the potential harm or risk to the public.

3. Officers shall take into consideration that forcible stops usually present serious safety hazards to participants and any innocent persons who are present.
 - a. Intentional Collision of an Offending Vehicle.
 - 1) An intentional collision of an offending vehicle occurs when there is a deliberate contact between a police vehicle and a violator's vehicle, which is intended to cause the violator to spin or leave the roadway in a slow and controlled manner.
 - 2) When considering intentional collision of an offending vehicle, each police officer and supervisor must be aware that these actions may result in serious physical injury or death and may activate the vehicle airbags or fuel system shut-offs causing the police vehicle to become disabled.
 - 3) Intentional collision techniques may be utilized only when officers have received appropriate training in their use.
 - b. Roadblocks are prohibited unless specifically authorized by the supervisor in charge and only after considering the necessity of applying deadly physical force to end the pursuit; all other reasonable alternatives must be exhausted or believed to be ineffective.
 - 1) Roadblocks may be utilized only when officers have received appropriate training in their use.
4. With permission from an on-duty supervisor, absent exigent circumstances, all other intervention techniques short of deadly force may be used when necessary and it is possible to do so in a safe manner and when the police officers utilizing them have received appropriate training in their use. Such techniques shall include, but not be limited to, boxing-in, and an intentional collision with the offending vehicle.
 - a. Boxing-In.
 - 1) Boxing-in shall only be performed at relatively low speeds. The use of such a tactic must be carefully coordinated with all involved vehicles, taking into consideration the circumstances and conditions apparent at the time, as well as the potential risk of injury to police officers, the public and the occupants of the violator vehicle.
 - 2) Boxing-in normally requires two or more police units to position themselves around the violator to form a box at low-speed pursuits. Once the fleeing vehicle is blocked, the police pursuit vehicles slowly and gradually reduce their speed, causing the violator to stop.
 - 3) It must be anticipated that a violator may attempt to maneuver past the lead blocking vehicle or intentionally collide with it or one of the other blocking vehicles to move out of the box.

- 4) Boxing-in technique may be utilized only when officers have received appropriate training in its use.
5. Officers trained and authorized in the use of tire deflation devices (i.e. stop sticks, etc.) may deploy them to stop a suspect's vehicle in a pursuit or to prophylactically prevent a pursuit.
 - a. The officer deploying the tire deflation device will notify police vehicles involved that the tire deflation device is about to be deployed and the exact location of the device. Upon receipt of notification that tire deflation device is about to be deployed, officers involved will allow a sufficient distance between themselves and the suspect vehicle so as to avoid contact with the deflating device.
 - b. Officers deploying the tire deflation device should do so from a safe location off the edge of the roadway, or only when it is safe to enter the roadway.
 - c. The officer deploying the device will advise police vehicles involved when the tire deflation device has been deployed.
 - d. Tire deflation devices shall not be deployed to stop motorcycles, or other vehicles with less than four (4) wheels.
 - e. The use of tire deflation devices may be utilized only when officers have received appropriate training in their use.
 - f. Forced stop procedures utilizing the tire deflation devices must be reasonably and properly applied by officers who have received appropriate training in their use and have received authorization from their supervisor.
 - 1) Prior authorization shall not be required in exigent circumstances involving a rapidly evolving commission of a violent crime, requiring the officer to take immediate action.
6. Prior to attempting a motor vehicle stop or after stopping a motor vehicle, situations may arise where an officer reasonably believes that the operator may attempt to escape, elude law enforcement or otherwise initiate a pursuit.
 - a. Officers may consider a prophylactic measure, thereby preventing the engagement in a pursuit by utilizing tire deflation devices. The officer employing such measures will comply with all additional requirements under this Directive.
 - b. If it is apparent, after successful deployment of a pursuit prevention device, that the vehicle has or will become disabled due to the pursuit prevention devices or other articulable circumstances, officers may continue to trail after receiving approval from a supervisor.
 - 1) This continuation shall not constitute a De Facto Pursuit.

F. StarChase Vehicle Tracking

1. The StarChase Pursuit Management System (StarChase) may only be used for legitimate law enforcement purposes by trained officers.
 - a. StarChase equipment shall only be used when a vehicle:
 - 1) Is wanted in connection to a known felony crime or a crime of violence (e.g., stolen vehicle, robbery, burglary, etc.).
 - 2) When the suspect vehicle attempts to leave the scene of a lawful motor vehicle stop.
 - 3) If probable cause exists that the suspect vehicle is involved in a crime in progress.
2. Officers shall not deploy the StarChase equipment under any of the following conditions:
 - a. The vehicle is unoccupied and a search warrant has not been obtained unless there is reasonable and articulable suspicion that a suspect is about to immediately re-enter the vehicle and flee.
 - b. The vehicle has fewer than four tires/wheels (e.g., motorcycle, moped, etc.).
 - c. The vehicle has a damaged or missing rear windshield, or the occupants are exposed (ex: convertible, ATV, etc.).
 - d. A prisoner is in the Department patrol vehicle.
 - e. Weather prevents StarChase equipment efficacy, such as heavy rain or winds.
 - f. Pedestrians are between or very near the suspect vehicle and the StarChase equipped vehicle.
3. Officers shall use their own judgement as to whether to affix a StarChase tag upon a vehicle actively engaged in a criminal investigation and shall seek prior approval from a supervisor whenever feasible.
4. The StarChase equipment can only be deployed in pursuits if the lead vehicle is equipped with the device.
5. The officer shall consider the following when deciding whether to deploy the StarChase tag:
 - a. Is it safe to maneuver close enough to the suspect vehicle to come within targeting range?
 - b. Do any circumstances indicate the device would not work (e.g., weather conditions, suspect vehicle weaving)?

6. StarChase tags will be deployed in accordance with training. Once the StarChase tag has been successfully deployed, ~~tracking vehicles shall, the following shall be completed:~~
 - ~~a. Significantly increase their following distance. The deploying officer shall indicate over the radio and to EHPSCC that an activation occurred and provide a description of the vehicle and the offender.~~
 - ~~b. The deploying officer shall cease following the tagged vehicle unless circumstances meet the criteria for a motor vehicle pursuit.~~
 - ~~a-c. Officers following the tagged vehicle shall significantly increase their following distance unless circumstances meet the criteria for a motor vehicle pursuit.~~
 - Evaluate the circumstances and conditions of the pursuit, if one was initiated, to determine if it shall be terminated.
 - ~~d.~~
 - ~~b. Indicate over the radio and to EHPSCC that an activation occurred and provide a description of the vehicle and the offender.~~
7. Once the device is successfully deployed, all pursuing vehicles shall cease pursuit of the tagged vehicle, unless approved by a supervisor.
8. EHPSCC and/or the supervisor shall utilize the StarChase monitoring software to provide speed, direction, and location updates on the fleeing vehicle.
 - a. Officers shall not view the Coreview mapping system while operating a Department vehicle.
9. The on-duty supervisor shall coordinate and direct deployment to safely apprehend the suspect.
10. The device must be removed from the tagged vehicle once the scene is safe. When possible, the device should not be removed in the presence of the public or other non-law enforcement individuals.
11. Officers shall complete an incident report for all StarChase deployments. The report shall include, but is not limited to, the following:
 - a. The circumstances of the deployment, including the underlying crime committed.
 - b. Whether an apprehension was made.
 - c. Whether the vehicle was located.
 - d. Whether the tag was removed.
 - e. Any damage to the vehicle caused by the tag deployment.

12. The Supervisor reviewing the incident shall complete the Department's StarChase tracking form.

13. The Internal Affairs/Professional Standards Officer shall conduct an annual administrative review of data recorded on StarChase deployments to determine compliance as well as identify any training deficiencies or necessary policy changes.

G. Use of Firearms

1. Officers engaged in a pursuit shall not discharge his/her firearm from, or at a moving vehicle or its occupants, unless the occupants are using, or threatened the use of deadly physical force, against the officer or another person present, by means other than the vehicle.
 - a. This does not preclude exigent circumstances such as, but not limited to, where the officer reasonably believes there are no other means available to avert the threat of the vehicle, or if such vehicle is being utilized as a weapon against the officer(s), or another person, such as in a vehicle ramming attack.
 - 1) Officers shall not intentionally place themselves in the path of or reach inside a fleeing vehicle.
 - b. Whenever possible, the involved officer should make an effort to move to an area of safety if the vehicle becomes a threat, including retreating from the threat, if practical.

G. Termination of the Pursuit

1. The police officer(s) engaged in the pursuit shall continually re-evaluate and assess the pursuit situation, including all of the initiating factors, and terminate the pursuit whenever they reasonably believe the risks associated with the continued pursuit are greater than the public safety benefit or making an immediate apprehension.
2. Any supervisor, regardless of rank, has the authority to order the termination of a pursuit at any time and shall order the termination of a pursuit when the potential danger to the public outweighs the need for immediate apprehension. Such decision shall be based on information known to the supervisor at the time of the pursuit.
 - a. In the event that all on duty supervisors are of equal rank, the supervisor assigned as the desk supervisor shall have the primary authority to terminate the pursuit.
3. A pursuit shall be terminated in the event all criteria are met:
 - a. The identity of the occupants has been determined.
 - b. Immediate apprehension is not necessary to protect the public or police officers.
 - c. Apprehension at a later time is feasible.

4. A pursuit shall be terminated when the police officers are prevented from communicating with their supervisors, the EHPSCC, or other police officers.
5. A pursuit shall be terminated if the police officer knows or is reasonably certain that the fleeing motor vehicle is being operated by a juvenile and the suspected offense is not a violent felony.
6. No officers or supervisor shall be disciplined for a decision not to engage or disengage from a vehicle pursuit based on the risk involved even in circumstances where this directive would permit the commencement or the continuation of the pursuit.
7. When a pursuit is terminated or a failure to stop incident occurs, involved officer(s) shall immediately:
 - a. Turn off emergency lights and sirens.
 - b. Reduce speed and comply with all traffic laws until it is safe to:
 - 1) Pull to the right side of the road and stop or
 - 2) Turn and drive in the opposite direction or
 - 3) If on an interstate highway, take the nearest exit and return to Town.
 - c. Verbally acknowledge that the pursuit has been terminated and the exact location of termination to EHPSCC and/or an on-duty supervisor.
 - d. Provide a description of the suspect vehicle and last known direction of travel.
8. Following the termination of a pursuit, the on-duty supervisor shall conduct roll call of all involved officers.
9. In the event a failure to stop or pursuit is terminated and it's apparent the vehicle has or will become disabled due to the pursuit prevention devices or other articulable mechanical circumstances, officers may continue to trail after receiving approval from a supervisor.
 - a. This continuation shall not constitute a De Facto Pursuit.

H. Inter-Jurisdictional Pursuits

1. The pursuing police officer (primary unit) shall notify the EHPSCC when it is likely that a pursuit will continue into a neighboring police agency's area of law enforcement responsibility or cross the state line.
 - a. The EHPSCC shall immediately notify the police agency responsible for such area.
2. A pursuit into a bordering state shall comply with the laws of both states and any applicable inter-agency agreements.

3. When a pursuit enters into another jurisdiction, the EHPSCC shall, as soon as practical, provide the police agency responsible for such area with all the available information pertinent to the pursuit, including but limited to:
 - a. The reason(s) for the pursuit, or primary offense the driver or occupant(s) are believed to have committed.
 - b. Location, speed, and direction of travel.
 - c. Vehicle and occupant(s) description.
 - d. The number of vehicles and agencies involved in the pursuit.
 - e. Whether assistance is requested/needed or not.
 - f. Other available information as to the conditions of the pursuit.
 - g. The EHPSCC will notify the other jurisdiction whether or not a pursuit has been terminated or is leaving their jurisdiction.
4. If a pursuit enters the Town of East Haven, the on-duty supervisor shall determine if assistance is necessary, and officers shall not join the outside pursuit unless:
 - a. Directed to do by the on-duty supervisor.
 - b. The involved pursuit unit is unable to request assistance.
 - c. The situation demands immediate assistance.
5. The supervisors of the respective police agencies involved in a pursuit shall communicate with each other to determine the respective responsibilities of each police agency and to determine which police agency will assume primary operational control of the pursuit.
6. The supervisors shall also communicate with each other regarding any external conditions pertinent to the continued conduct of the pursuit.
 - a. Communications between police agencies shall be controlled by inter-agency police radio systems, if they exist, or by telephone, or by both.
7. In all cases where the pursuit enters a municipality without a regularly organized police department, the EHPSCC shall notify the State Police Troop that is responsible for that area.
8. Officers operating a Department emergency vehicle shall become involved in an actual pursuit originating outside the Town of East Haven only at the direction of his/her supervisor or other ranking officer.
 - a. Such pursuits will only be undertaken to protect the public and officers from the threat of serious physical injury or death.

9. Officers may not join a pursuit that enters East Haven from another jurisdiction without permission of a supervisor.
10. If an officer from this Department is involved in a pursuit, they may, at their discretion, choose to terminate their involvement in the pursuit at any time.
11. If an officer from this Department assists another agency in pursuit, and the assisted agency terminates the pursuit, he/she shall terminate the pursuit.

I. Notifications

1. When death, injury, or property damage are the results of a pursuit, the on-duty supervisor shall notify the Head of Patrol immediately.
2. When death, serious injuries, or major property damage is the result of the pursuit, the Head of Patrol shall contact the Chief of Police immediately.

J. Arrests

1. Once the pursued vehicle is stopped, police officers shall utilize appropriate police officer safety tactics and shall be aware of the necessity to take occupants into custody.

K. Accident Investigation

1. The shift commander or patrol supervisor shall investigate an accident that is the result of a pursuit.
 - a. They shall have the responsibility of investigating these incidents and their findings shall be reported to the Head of Patrol.
2. The shift commander shall notify and request that the Department's regional accident re- construction team, the South Central Connecticut Traffic Unit (SCCTU), report to the scene of any accident that is the result of a pursuit in which any party involved is deceased or critically injured.
 - a. The SCCTU shall have the responsibility of investigating these incidents and their findings shall be reported to the Head of Patrol.
 - b. The SCCTU Commander or supervisor on scene may decide after conferring with the chain of command that a serious injury or fatal accident caused by a pursuit would be better served being investigated by a third party outside law enforcement agency. In that event, the SCCTU will assist that agency in anything they need to conduct the investigation.
3. The Office of the State's Attorney shall be notified of all accidents involving a serious injury and/or a fatality.

L. After-Pursuit Reporting

1. Whenever a police officer engages or is involved in a pursuit, the police officer shall complete an incident report and an Officer Use of Force Report describing the circumstances.
 - a. The officer's supervisor shall review the reports to determine if departmental policies have been complied with and to detect and correct any training deficiencies.
 - b. The Use of Force reporting protocol described in Policies and Procedures # 407 – Force Investigations and Review shall be followed.

M. Police Vehicle Inspection

1. Upon termination of the pursuit, any vehicle which is suspected to have suffered damage in a pursuit shall immediately be removed from service for inspection.
 - a. Upon the completion of the inspection, the police vehicle will be returned to service if the police vehicle has been deemed to be roadworthy.
 - b. If the inspection reveals that the police vehicle is not roadworthy, the necessary repairs will be completed accordingly.

N. Pursuit Review

1. The Department shall periodically analyze its police pursuit activity and identify any additions, deletions, or modifications warranted in the Department's pursuit procedures. The Head of Patrol or his/her designee shall complete a documented annual review of the pursuit policies and reporting procedures.
2. The Head of Patrol or his/her designee shall conduct and submit a documented annual analysis of vehicular pursuits of the previous year to the Office of the Chief of Police. The annual analysis as approved by the Chief of Police shall, at minimum, contain the following information.
 - a. Total number of pursuits.
 - b. Number of pursuits which resulted in accidents, injuries, death and number of arrests.
 - c. The number and types of vehicles involved in accidents.
 - d. A description of the individuals injured or killed (police, violator, third party).
 - e. The number of violators involved and arrested in pursuit incidents, including passengers.
 - f. Number of offenses charged.
 - g. Demographics of the offender(s), if known.

- h. Noticeable trends.
 - i. A review of policy and reporting procedures pertaining to vehicular pursuits.
3. In accordance with Sections 14-283a-1 to 14-283a-4, inclusive, and Section 14-283a of the Connecticut General Statutes, the Chief of Police or his/her designee shall submit an annual report, not later than January 31st of the proceeding year, to the Connecticut Police Officers Standards and Training Council (CT POST) regarding pursuits by police officers on the standardized form developed and promulgated by POST.
 4. The Department shall report its involvement in all pursuits to CT POST on the designated reporting form indicating whether the Department was the initiating agency or a secondary unit.
- O. Vehicle Pursuit Training
1. Police officers who drive police vehicles shall be given initial training in the agency's pursuit policy and in safe driving tactics. A documented annual review of this Directive shall be completed by all sworn personnel. The provisions of Sections 14- 283a-1 to 14-283a-4 shall be a part of the curriculum for all police basic recruit training and re-certification programs in Connecticut.
 2. Pursuit Training Programs shall consist of:
 - a. Knowledge of applicable statutes.
 - b. Court decisions impacting police pursuits.
 - c. Department policy and procedures.
 - d. Supervisory and individual responsibilities in a police pursuit.
 - e. Reporting requirements.
 - f. Inter-jurisdictional considerations.
 - g. Pursuit driving skills and techniques.

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