



NEW ORLEANS POLICE DEPARTMENT OPERATIONS MANUAL

CHAPTER: 41.5

TITLE: VEHICLE PURSUITS

EFFECTIVE: 12/6/15

REVISED: Replaces Policy Procedure 314

PURPOSE

1. This policy governs vehicle pursuits in order to protect the safety of involved officers, the public, fleeing violators, and property.
2. This Department's response to those who unlawfully flee from law enforcement action shall stress a balance between the importance of apprehending offenders and the high-risk nature of vehicle pursuits. Therefore, officers may engage in a pursuit only when they have a reasonable suspicion that a fleeing suspect has committed or has attempted to commit a **crime of violence** as defined by this Chapter and the escape of the subject would pose an imminent danger of death or serious bodily injury to the officer or to another person. Pursuits for property offenses, misdemeanor offenses, traffic, or civil infractions are prohibited. Officers must receive supervisory approval prior to initiating the pursuit. Officers are not authorized to engage in a vehicle pursuit in order to subdue an escaping suspect who presents no imminent threat of death or serious injury. Vehicle pursuits may never be used for the protection of property.

DEFINITIONS

Authorized Emergency Vehicle—A properly equipped vehicle, owned and operated by or for a government agency, to protect and preserve life and property for a planned or unplanned response, in accordance with state laws regulating emergency vehicles.

Blocking or vehicle intercept—A slow-speed, coordinated maneuver where two or more law enforcement vehicles simultaneously intercept and block the movement of a suspect vehicle, the driver of which may be unaware of the impending enforcement stop. The goal is containment and preventing a pursuit. Blocking is not a moving or stationary road block.

Blocking or vehicle intercept is not authorized by this department.

Boxing in—A tactic designed to stop a violator's vehicle by surrounding it with law enforcement vehicles and then slowing all vehicles to a stop. **Boxing in is not authorized by this Department.**

Caravanning—The practice, during a vehicle pursuit, of more than two authorized emergency vehicles following each other in a relative single file, usually with less than sufficient reactionary distance between the vehicles to adjust for sudden movement or actions by the preceding vehicles.

Crash—Refers to a motor vehicle crash as defined by the State of Louisiana and NOPD regulations. More commonly, “the unintended collision of one motor vehicle with another, a stationary object, or person, resulting in injuries, death and/or loss of property.”

Crime of Violence— a felony involving the infliction or threatened infliction of serious bodily injury or death.

Department—Means the New Orleans Police Department.

Emergency Equipment—All emergency equipment available, to include red and/or blue emergency flashing lights and siren.

Exigent circumstances— A compelling urgency or true emergency that an officer can specifically describe not using vague terms or boilerplate language. Circumstances that cause a reasonable person to believe that prompt action is necessary to prevent injury to themselves or others.

Express approval or express disapproval—Express approval or disapproval is the verbal acknowledgment by a platoon supervisor either approving or disapproving a vehicle pursuit. This approval/disapproval shall be made on the radio working dispatch talk group for the district of occurrence. The express approval/disapproval shall be an unequivocal statement that the vehicle pursuit is authorized or not authorized (e.g., "620 - The pursuit is authorized" or "620 – The pursuit is not authorized) and shall be broadcast as soon as possible. **Vehicle pursuits without express approval are not authorized by this Department.**

Paralleling—Participating in the pursuit by proceeding in the same direction and maintaining approximately the same speed while traveling on an alternate street or highway that parallels the pursuit route. **Paralleling is not authorized by this Department.**

Platoon Supervisor—For purposes of this policy, any supervisory ranking officer of the New Orleans Police Department who is assigned to, detailed to or working in the district in which the pursuit authorization is requested.

Police Motorcycle—An Authorized Emergency Vehicle which is a 2- or 3-wheeled motorcycle distinctively marked, and equipped with emergency lighting and a siren.

Primary Unit—The initiating pursuing unit unless relieved by another unit.

Pursuit Intervention—An attempt to terminate the ability of a suspect to continue to flee in a vehicle through tactical application of technology, tire deflation devices, blocking, boxing in, PIT, ramming or roadblock procedures. **Pursuit intervention is not authorized by this Department.**

Pursuit Intervention Technique (PIT)—A low-speed maneuver intended to terminate the pursuit by causing the violator's vehicle to spin out of control and come to a stop. **PIT is not authorized by this Department.**

Pursuit Supervisor—An on-duty supervisor assigned to the NOPD District platoon for the district of occurrence of a vehicle pursuit (e.g. 610, 530, 420, etc.).

Ramming—The deliberate act of impacting a violator's vehicle with another vehicle to functionally damage or otherwise force the violator's vehicle to stop. Ramming is a deadly force technique. **Ramming is not authorized by this Department.**

Reasonably Necessary—The immediate danger to the public created by the pursuit is less than the immediate risk to the public should the pursuit not continue.

Roadblocks—A tactic designed to stop a violator's vehicle by intentionally placing a vehicle or immovable object in the path of the violator's vehicle. **Roadblocks are not authorized by this Department.**

Secondary Unit—The second Authorized Emergency Vehicle in a pursuit.

Terminate (relative to a pursuit) —To discontinue or stop pursuing a vehicle. A pursuit shall be considered to have terminated when the primary and assigned backup officers turn off all emergency equipment, and the primary and any backup officers turn their police vehicles in another direction of travel away from where the suspect's vehicle was last seen heading, or pull to the side of the road if on a limited access roadway, and inform Communications Section of this fact along with their location.

Tire deflation device, spikes or tack strips—A device that extends across the roadway and is designed to puncture the tires of the pursued vehicle. **Tire deflation devices, spikes or tack strips are not authorized by this Department.**

Trail—To follow the path of the pursuit at a safe speed, while obeying all traffic laws and without activating emergency equipment.

Unmarked Police Vehicle—An Authorized Emergency Vehicle used primarily by plainclothes police officers. It is not conspicuously marked and may be of any color. It is equipped with emergency lighting and a siren.

Vehicle pursuit—An event involving one or more peace officers attempting to apprehend a suspect who is trying to avoid arrest while operating a motor vehicle. This may include using high speed or other evasive tactics, such as disregarding traffic warning signs, stop signs, and red lights, driving off a roadway, turning suddenly or driving in a legal manner but willfully failing to yield to an officer's signal to stop.

LEGAL REQUIREMENTS UNDER STATE LAW

3. A vehicle pursuit shall be conducted using an authorized emergency vehicle that is equipped with a siren and proper emergency lighting. The officer shall ensure that they have given the suspect they are attempting to stop both a visual and an audible signal to stop by activating their vehicle's emergency lights and siren (see. La. R.S. 14:108.1).
4. The officer driving an emergency vehicle may, when in pursuit of a suspect (La. R.S. 32:24):
 - (a) Proceed past a red light, stop signal or stop sign, but only after slowing down as may be necessary for safe operation.
 - (b) Exceed the speed limit so long as the officer does not endanger life or property.
 - (c) Disregard regulations governing direction of movement (**however, movement against traffic flow is not authorized by this Department**) or turning in specified directions as long as the officer does not endanger life or property.
 - (d) Park or stand in a roadway, irrespective of traffic regulations.
5. Officers shall drive with due regard for the safety of all persons. The failure to drive with due regard for the safety of all motorists can lead to disciplinary action, civil and even criminal charges. No call is of such importance and no task shall be expedited at such speeds or lack of reasonable driving that the principles of safety become secondary. Life

is more important than property and protecting and preserving life must be placed above all other considerations.

WHEN A PURSUIT IS NOT INITIATED

6. If no vehicle pursuit took place, because the officer declined to request permission, OR the permission was refused, the officer **must** complete the areas indicated on the Vehicle Pursuit Form after checking the appropriate box indicating that a pursuit did not take place. The required fields in the Vehicle Pursuit Report will become outlined in red.
7. Officers who engage in unapproved vehicle pursuits are in violation of this Chapter, which can lead to disciplinary action, civil and even criminal charges.
8. Supervisors who become aware of unapproved vehicle pursuits shall notify PIB and initiate disciplinary action immediately (see **Chapter 52.1.1 – Complaint Investigation**).

WHEN A PURSUIT MAY BE INITIATED

9. Upon express supervisory approval, officers are authorized to initiate a pursuit **ONLY** when:
 - (a) an officer can articulate that a suspect is attempting to evade arrest or detention for a **crime of violence** as defined by this Chapter;
 - (b) the escape of the subject would pose an imminent danger of death or serious bodily injury to the officer or to another person; and
 - (c) the suspect is fleeing in a vehicle after having been given a signal to stop by a commissioned member who has identified themselves as a police officer (e.g., in uniform, in a marked police unit, showing badge and ID. – see: definition of Professional Presence **Chapter 1.3 – Use of Force**).
10. Officers must receive supervisory approval prior to initiating the pursuit. **Pursuits for misdemeanor offenses, traffic, or civil infractions are prohibited.** Dangerous driving during a pursuit does not justify a continued pursuit.
11. Factors that shall be considered, both individually and collectively, when deciding to initiate or continue a pursuit include:
 - (a) The seriousness of the known or reasonably suspected **crime of violence** as defined by this Chapter and its relationship to community safety.
 - (b) The importance of protecting the public and balancing the known or reasonably suspected offense, and the apparent need for immediate apprehension against the risks to officers, innocent motorists and others.
 - (c) The nature of the fleeing suspect (e.g., Whether the suspect represents a serious, ongoing threat to public safety. Reckless driving during the pursuit does not justify a continued pursuit).
 - (d) The identity of the suspect has been verified and there is minimal risk in allowing the suspect to be apprehended at a later time.
 - (e) The safety of the public in the area of the pursuit, including the type of area, time of day, the amount of vehicular and pedestrian traffic (e.g., school zones) and the speed of the pursuit relative to these factors.
 - (f) The pursuing officer's familiarity with the area of the pursuit, the quality of radio communication between the pursuing units and the dispatcher/supervisor, and the driving capabilities of the pursuing officers under the conditions of the pursuit.

- (g) The weather, traffic and road conditions that unreasonably increase the danger of the pursuit when weighed against the risks resulting from the suspect's escape.
- (h) The performance capabilities and type of authorized emergency vehicles used in the pursuit in relation to the speed and other conditions of the pursuit.
- (i) Vehicle speeds.
- (j) Other persons in or on the pursued vehicle (e.g., passengers, co-offenders and hostages).
- (k) The availability of other resources (e.g., helicopter, airplane, drone, etc.).
- (l) The police unit is carrying passengers other than on-duty police officers (e.g., ride-along, emergency transport of civilians, prisoners, etc.). **Pursuits shall not be undertaken with a passenger in the pursuit vehicle.**

WHEN A PURSUIT SHOULD BE TERMINATED

- 12. Pursuits should be terminated whenever the totality of the circumstances, known or which ought to be known to the officer or supervisor during the pursuit, indicate the present risk of continuing the pursuit appears to outweigh the risk resulting from the suspect's escape. While the Department has restricted pursuits to violent crimes, there are situations where conditions require these pursuits to be terminated.
- 13. The following factors should also be considered when deciding to terminate a pursuit:
 - (a) The distance between the pursuing officers and the fleeing vehicle is so great that further pursuit would be futile or require the pursuit to continue for an unreasonable time or distance.
 - (b) The pursued vehicle's location is no longer definitely known (visual contact is lost).
 - (c) The officer's pursuit vehicle sustains damage or a mechanical failure that renders it unsafe to operate.
 - (d) The pursuit vehicle has an emergency equipment failure that causes the vehicle to no longer qualify for authorized emergency vehicle status.
 - (e) The hazards to uninvolved bystanders or motorists.
 - (f) When the identity of the offender is known and it does not reasonably appear the need for immediate capture outweighs the risks associated with continuing the pursuit, officers should strongly consider discontinuing the pursuit and apprehending the offender at a later time.
 - (g) When directed to terminate the pursuit by the pursuit supervisor or a higher ranking supervisor.
 - (h) When the pursuit is futile, such as when the suspect continues to flee and there is no plan to get him or her to stop.

PURSUIT UNITS

- 14. The number of authorized emergency vehicles (units) engaged in a pursuit should be limited to two vehicles (Primary and Secondary Units). However, the number of authorized emergency vehicles involved in the pursuit will vary with the circumstances during the course of the pursuit. **Supervisors involved in the actual pursuit shall not be classified or function as the "pursuit supervisor."**
- 15. An officer or supervisor may request additional units to join a pursuit if, after assessing the factors outlined above, it appears that the number of officers involved would be insufficient to safely arrest the suspect(s) or affect the arrest with a minimal use of force. All other officers shall refrain from participating in the pursuit but, should remain alert to its progress and location. Any officer who "drops out" or discontinues participating in a

pursuit may then, if necessary, proceed to the termination point of the pursuit at legal speeds, following all appropriate traffic laws.

16. Distinctively marked authorized emergency vehicles (e.g. patrol vehicles) equipped with emergency lighting and sirens should replace unmarked vehicles involved in a pursuit as soon as practicable.
17. All officers shall activate their Body Worn Cameras (BWC) immediately upon becoming involved in a vehicle pursuit. The use of the In Car Camera (ICC) does not relieve the officer of this responsibility.

POLICE MOTORCYCLES

18. The use of motorcycles in pursuits is discouraged and allowed only in the most serious cases. Supervisors must consider terminating any pursuit in which a motorcycle is involved for the safety of the officer. If a pursuit involving a motorcycle is approved, then a distinctively marked authorized emergency vehicle (e.g., patrol vehicle, sedan or SUV) equipped with emergency lights and siren should replace a police motorcycle as the primary and/or secondary pursuit unit as soon as practicable.

VEHICLES WITHOUT EMERGENCY EQUIPMENT

19. Vehicles (marked or unmarked) not equipped with or with malfunctioning emergency lights and siren are prohibited from initiating or joining in any pursuit. Officers in such vehicles may provide support to pursuing units as long as the vehicle is operated in compliance with all traffic laws.

PRIMARY PURSUIT UNIT RESPONSIBILITIES

20. The officer initiating the pursuit or initial pursuing officer will be designated as the primary pursuit unit and will be responsible for the conduct of the pursuit unless, the primary pursuit unit is unable to continue in that capacity due to mechanical failure of the vehicle or emergency equipment, or the officers lose sight of the suspect vehicle.
21. The primary responsibility of the officer initiating the pursuit is the apprehension of the suspect without unreasonable risk to themselves or others. Commencing with a request for priority radio traffic and the request to initiate a vehicle pursuit, the primary unit should provide the following information to Communication Services on the primary communications channel of the District in which the request to pursue is made:
 - (a) The nature of the suspected “**crime of violence**” which underlies the reason for the pursuit.
 - (b) The location and direction of travel of the suspect vehicle.
 - (c) The speed of the fleeing vehicle.
 - (d) The description of the fleeing vehicle and license number, if known.
 - (e) The number of occupants, if known.
 - (f) The identity or description of the known occupants.
 - (g) The weather, road and traffic conditions.
 - (h) The identity of other agencies involved in the pursuit.
 - (i) Information concerning the use of firearms, threat of force, injuries, hostages or other unusual hazards.
 - (j) The type of authorized emergency vehicle being utilized by the requesting officer (e.g. marked unmarked, motorcycle, etc.)

22. Unless relieved by a supervisor or secondary unit, the officer(s) in the primary unit shall be responsible for broadcasting the progress (e.g., change of locations, direction of travel, roads, speeds, etc.) of the pursuit. Unless circumstances indicate otherwise, the primary unit should relinquish the responsibility of broadcasting the progress of the pursuit to a secondary unit joining the pursuit to minimize distractions and allow the primary unit operator to concentrate on safe pursuit tactics.

SECONDARY PURSUIT UNIT RESPONSIBILITIES

23. The secondary unit in the pursuit is responsible for:
- (a) Immediately notifying Communication Services (Dispatcher) on the primary communications channel of the District in which the pursuit is taking place of their entry into the pursuit.
 - (b) Maintaining a safe distance (reactionary gap) behind the primary unit unless directed to assume the role of primary unit (officer), or if the primary unit is unable to continue the pursuit.
 - (c) Broadcasting the progress of the pursuit unless the situation indicates otherwise.
 - (d) Serving as backup to the primary unit once the suspect vehicle has been stopped. In some cases, the secondary officer may be in the best position to apprehend the suspect due to the effects of adrenalin and stress on the primary officer.

PURSUIT DRIVING TACTICS

24. The decision to use specific pursuit driving tactics requires the same assessments outlined in the factors to be considered for pursuit initiation and termination. The following are tactics for officers / units involved in the pursuit:
- (a) Officers shall critically evaluate their driving skills and their vehicle's performance capabilities.
 - (b) Officers will distance themselves and their vehicles from other involved vehicles such that they are able to see and avoid hazards or react safely to maneuvers by the fleeing vehicle.
 - (c) Intersections present increased risks and the following tactics should be considered:
 - 1. Available units not directly involved in the pursuit may proceed safely to controlled intersections ahead of the pursuit in an effort to warn cross traffic.
 - 2. Pursuing units shall exercise due caution and slow down as may be necessary for safe operation when proceeding through controlled intersections.
 - (d) Officers shall not follow a pursued vehicle that is driving the wrong way on a roadway by also driving the wrong way. **Movement against traffic flow is not authorized by NOPD.**
 - (e) In the event the pursued vehicle does so, tactics to consider include:
 - 1. Maintaining visual contact with the pursued vehicle by driving parallel on the correct side of the roadway or on a parallel roadway. The emergency lights of the pursuing vehicles may distract oncoming traffic and consideration should be given to terminating the pursuit.
 - 2. Requesting other units to observe exits available to the suspect.
 - 3. Requesting assistance from an air unit when available.
 - (f) Notifying other law enforcement agencies if it appears the pursuit may enter their jurisdiction.

- (g) Officers involved in a pursuit should not attempt to pass other pursuit units unless a specific situation indicates otherwise or they are requested to do so by the primary unit. A clear understanding of the maneuver process to be used must exist and be communicated between the involved officers / units.

TACTICS/PROCEDURES FOR UNITS NOT INVOLVED IN THE PURSUIT

25. Officers should remain in their assigned area and should not become involved with the pursuit unless directed otherwise by a supervisor.
26. Non-pursuing personnel needed at the termination of the pursuit should respond in a non-emergency manner, observing all traffic laws.
27. The primary unit and secondary unit should be the only units operating under emergency conditions (emergency lights and siren) unless other units are assigned to the pursuit by a supervisor.
28. The following actions or tactics are **expressly prohibited** in a vehicle pursuit:
- (a) Roadblocks
 - (b) Caravanning
 - (c) Blocking or vehicle intercept (boxing)
 - (d) PIT maneuvers
 - (e) Ramming a suspect vehicle with an authorized emergency vehicle.
 - (f) Following a vehicle the wrong way on a street or highway (driving against traffic).
 - (g) Intentionally placing or positioning oneself in the path of a suspect vehicle during a pursuit
 - (h) Reaching inside the pursued vehicle while it is moving or under the control of the suspect
29. Officers should not use deadly force in self-defense when the only deadly force used by the other person is an automobile. The suspect's intentions are usually ambiguous and the officer can usually escape harm at least as well by evading the vehicle as he can by standing his ground and firing at the oncoming vehicle. An officer rarely has a safe or effective shot at a moving vehicle. The officer must consider the consequences of stray shots endangering innocent parties and must consider the consequences of the vehicle losing control at a high rate of speed. **The guidelines of Chapter 1.3 – Use of Force / Prohibited Actions / Shooting at or from moving vehicles are controlling in this area.**
30. Where possible (unless trapped by walls, fences, and other stationary objects) the officer shall attempt to move out of the path of a moving vehicle rather than discharge their weapon to stop the vehicle. Officers shall not shoot at any part of a vehicle in an attempt to disable the vehicle. **The guidelines of Chapter 1.3 – Use of Force / Prohibited Actions / Shooting at or from moving vehicles are controlling in this area.**

PURSUIT TRAILING

31. In the event the initiating unit (primary pursuit unit) from this Department relinquishes control of the pursuit to another unit or jurisdiction, that initiating unit may, with permission of a supervisor, trail the pursuit to the termination point in order to provide information and assistance for the arrest of the suspect.

32. If the pursuit is at a slow rate of speed, the trailing unit will maintain sufficient separation and distance from the pursuit units to clearly indicate an absence of participation in the pursuit.

SUPERVISORY CONTROL AND RESPONSIBILITIES OF A PURSUIT

33. Supervisory and management control will be exercised over all vehicle pursuits involving officers from the NOPD.
34. The platoon supervisor from the district where the pursuit initiated or, if unavailable, any other supervisor of the same district shall be responsible for the following:
 - (a) Upon becoming aware of a pursuit, immediately notifying involved officers and Communications Services of their supervisory presence on the primary communications channel of the District in which the pursuit is taking place.
 - (b) Ascertaining all available information about the pursuit from the primary unit or Communications.
 - (c) Continuously assessing the situation and risk factors associated with the pursuit in order to ensure that the pursuit is conducted within Department guidelines.
 - (d) Providing on-scene supervision.
 - (e) Exercising management and control of the pursuit.
 - (f) Ensuring that no more than the required number of law enforcement units needed are involved in the pursuit.
 - (g) Terminating the pursuit if, in the supervisor's judgment, the pursuit is not justified or safe to continue.
 - (h) Ensuring the proper radio communications channel is being used.
 - (i) Ensuring outside law enforcement agencies are notified and/or coordinated if the pursuit either leaves or is likely to leave Orleans Parish or enter another agency's jurisdiction.
 - (j) Controlling and managing NOPD units when a pursuit enters another jurisdiction.
 - (k) Completing the Vehicle Pursuit Report (Form 216). This will include a post-pursuit critique and analysis of the pursuit.
35. The pursuit supervisor shall not actively engage in the pursuit and remain the pursuit supervisor.

PLATOON COMMANDER RESPONSIBILITIES

36. Upon becoming aware a pursuit has been initiated, the District Platoon Commander of the District in which the pursuit originates, shall monitor and continually assess the situation and ensure the pursuit is conducted within the guidelines and requirements of this policy. The platoon commander, at their discretion, can assume the role of pursuit supervisor. They must expressly do so on the primary communications channel of the District in which the pursuit is taking place.
37. The Platoon Commander shall review all pertinent reports for content and forward them through the chain-of-command as directed for each report.

PURSUIT COMMUNICATIONS

38. Pursuit communications will be conducted on the primary working channel for the district in which the pursuit was initiated.

COMMUNICATIONS SERVICES RESPONSIBILITIES

39. Upon notification a pursuit has been initiated, Communications Services will be responsible for:
 - (a) Coordinating pursuit communications of the involved units and personnel.
 - (b) Notifying and coordinating with other involved or affected agencies as directed by Communications protocols or the pursuit supervisor.
 - (c) Ensuring a platoon supervisor of the district in which the pursuit is initiated is notified of the pursuit and acknowledges the notification over the radio.
 - (d) Assigning an NOPD item number and logging all pursuit activities under that item number. This includes specific references to all related NOPD incident item numbers that may be related to the vehicle pursuit (e.g. crashes related to the pursuit, criminal incident reports, injury reports, etc.).
 - (e) Broadcasting pursuit updates as well as other pertinent information, as necessary, on any required channel(s).
 - (f) Notifying the Platoon Commander of the district in which the pursuit is initiated as soon as possible.
40. The Command Desk shall be notified immediately by the District dispatcher if a pursuit request is neither approved nor disapproved by a district supervisor or higher ranking supervisor.
41. In the absence of a district supervisor to manage a pursuit, or at the disapproval of a pursuit request by a district supervisor, the Command Desk shall instruct the dispatcher to order the officers to terminate the pursuit. The pursuit is considered ongoing until the order to terminate is acknowledged over the radio by all involved units.

LOSS OF CONTACT WITH PURSUED VEHICLE

42. When contact with the pursued vehicle is lost, the primary unit should broadcast pertinent information (last known direction, description of vehicle, description of occupants, etc.) to assist other units in locating the vehicle. The primary unit will be responsible for coordinating any further search for either the pursued vehicle or suspects fleeing on foot.
43. Once contact is lost with the suspect / pursued vehicle, units involved in the pursuit should immediately return to a "normal" driving mode, obeying all traffic laws and deactivating their emergency equipment.

JURISDICTIONAL CONSIDERATIONS

44. An officer may only initiate a pursuit while within the jurisdiction of this Department (Orleans Parish). If an officer begins an authorized pursuit in this jurisdiction, the officer may continue the pursuit into another jurisdiction unless terminated by a supervisor.
45. When a pursuit enters another jurisdiction, the primary officer or pursuit supervisor should determine whether to request another agency with jurisdiction assume the pursuit, taking into consideration the distance traveled unfamiliarity with the area and other pursuit initiation / termination factors. The primary officer or pursuit supervisor shall request that Communications Services notify each outside jurisdiction into which the pursuit is reasonably expected to enter of the nature of the pursuit, units involved and any other requested information, regardless of whether such jurisdiction is expected to assist.

46. A pursuit that has commenced within, and has continued outside, the jurisdiction of this Department (Orleans Parish) shall be terminated immediately once the pursuing officer has lost visual contact with the vehicle being pursued or has lost communications capability with this Department.

ASSUMPTION OF PURSUIT BY ANOTHER AGENCY OUTSIDE OF ORLEANS PARISH

47. New Orleans Police Department officers will discontinue the pursuit outside of Orleans Parish when another agency has assumed pursuit responsibility, unless the continued assistance of the New Orleans Police Department is expressly requested by the agency assuming the pursuit, and the pursuit fits within the policy of the New Orleans Police Department.
48. Upon terminating the pursuit, the primary unit may proceed at normal speeds without emergency equipment, upon request and at the direction of a supervisor, to the termination point of the pursuit to assist in the investigation. The pursuit supervisor or a higher ranking supervisor, who accepts the responsibility, should coordinate with the agency managing the termination point to determine the NOPD's pursuit supervisor's need to respond or otherwise assist in the investigation. The pursuit supervisor should obtain any information necessary for inclusion in any reports from the agency managing the pursuit termination point.
49. The role and responsibilities of officers at the termination of a pursuit initiated by this Department shall be coordinated by the pursuit supervisor or higher ranking supervisor who has assumed the responsibility with the units from the agency assuming the pursuit.
50. Notification of a pursuit in progress shall not be construed as a request to join the pursuit.
51. Requests to or from another agency to assume a pursuit should be specific. A request for another agency's assistance will mean that its personnel will assume responsibility for the pursuit.
52. Should the agency decline assumption of the pursuit, the NOPD pursuit supervisor shall be responsible for determining whether to continue the pursuit.

PURSUIITS ENTERING ORLEANS PARISH

53. When a pursuit leaves another jurisdiction and enters Orleans Parish and a request for assistance is made to this Department, the other agency should relinquish control. Should the agency not relinquish control of the pursuit to NOPD, NOPD officers will not assist in the pursuit but may assist with follow-up as directed by an NOPD supervisor.
54. The agency that initiates a pursuit shall be responsible for conducting the pursuit. Units from this Department should not join a pursuit unless specifically requested to do so by the agency whose peace officers are in pursuit and upon approval by an NOPD supervisor.

55. When a request is made for this Department to assist or take over a pursuit that has entered this jurisdiction, the NOPD supervisor shall determine that the pursuit meets the “**crime of violence**” threshold required for an NOPD pursuit and consider whether to assist or assume the pursuit based on these additional factors:
- (a) The crime of violence as defined by this Chapter for which the pursuit is being conducted;
 - (b) The requesting department's ability to maintain the pursuit;
 - (c) Whether the communicated circumstances warrant continuing the pursuit;
 - (d) Whether adequate staffing is available to continue the pursuit;
 - (e) The public's safety within this jurisdiction; and
 - (f) The safety of the pursuing officers.
56. A supervisor or the Platoon Commander should review a request for assistance from another agency as soon as possible. The Platoon Commander or supervisor, after consideration of the above factors, may decline to assist in or assume the other agency's pursuit. This decision should be communicated to the requesting agency and our Communications Section immediately over the primary communications channel of the District in which the pursuit activity is taking place or the channel on which the request is made.
57. Assistance to a pursuing outside agency by officers of this Department will terminate at Orleans Parish limits provided the pursuing officers have sufficient assistance from other agencies. Ongoing participation from this Department may continue only until sufficient assistance is present and after specific authorization by an NOPD supervisor.
58. In the event that a pursuit from another agency terminates within this jurisdiction, NOPD officers shall provide appropriate assistance to peace officers from the initiating agency and other involved agencies including, but not limited to, scene control, coordination and completion of reports or any other assistance requested, needed, or directed by an NOPD supervisor.

CAPTURE OF SUSPECTS INVOLVED IN A PURSUIT

59. Unless relieved by a supervisor, the primary pursuit unit's officer should coordinate efforts to apprehend the suspect when the pursuit ends. Officers should consider the safety of the public and the involved officers when formulating plans to contain and capture the suspect. Officers shall use only that amount of force reasonably necessary under the circumstances and in compliance with the **Chapter 1.3 - Use of Force** to properly perform their lawful duties. It must be stressed that the apprehension of a suspect at the conclusion of a pursuit requires restraint.

PURSUIT REPORTING AND REVIEW REQUIREMENTS

60. Responsibilities for all reports required by a pursuit are:
- (a) The primary pursuit unit's officer shall complete the NOPD incident reports related to and surrounding the vehicle pursuit. This includes specific references to all related NOPD incident item numbers that may be related to the vehicle pursuit (e.g. crashes related to the pursuit, criminal incident reports, injury reports, etc.).
 - (b) The pursuit supervisor shall complete the Vehicle Pursuit Report (**Form #216**). This will include a post-pursuit critique and analysis of the pursuit and forward through the chain-of-command. The narrative portion of the report shall include, at a minimum:

1. the violation that prompted the pursuit;
 2. the officer(s) involved in the pursuit;
 3. the rank and name of the supervisor authorizing the pursuit;
 4. the outcome of the pursuit;
 5. any officer, suspect, or bystander injuries or deaths;
 6. property damage;
 7. related criminal or civil legal actions;
 8. the item numbers of all reports related to the pursuit;
 9. an enumeration of all BWC or ICC recordings and their file numbers;
 10. an express statement by the supervisor that they have reviewed all the recordings related to the pursuit;
 11. an express statement reflecting the reporting supervisor's opinion if the pursuit meets the Department's guidelines;
 12. any issues with training, skill of the officer, policy or violations observed or noted.
- (c) After receiving copies of the Vehicle Pursuit Report and all related reports, logs and other pertinent information (e.g. communications tapes, BWC or ICC video, etc.), the Deputy Chief of the Bureau to which the primary pursuit unit's officer is assigned, shall review the information and conduct a post-pursuit review. This post pursuit review shall be documented in an interoffice correspondence to the Superintendent of Police and forwarded within five days of the occurrence.
- (d) The documentation reviewed by the Deputy Chief of the Bureau to which the primary pursuit unit's officer is assigned shall forward the information and documents reviewed, along with a copy of their post-pursuit review to the Deputy Chief of PIB within five days of the occurrence. The completed review of the pursuit shall be maintained by the Public Integrity Bureau.
- (e) A copy of the Vehicle Pursuit Report will be forwarded to the Education and Training Division for training needs review and the NOPD Risk Management supervisor for data collection and submission to the Accident Review Board if required within five days of the occurrence.
61. Annually, the Superintendent shall direct PIB to conduct a documented review and analysis of Department vehicle pursuits to minimally include: policy suitability, policy compliance and training needs. The findings, data and analysis shall be included in the Early Warning System and in NOPD's Use of Force Annual Report. In the event that an incident has been designated as a vehicle pursuit and the involved officer's Commander believes otherwise, an interoffice correspondence (105), a copy of the audio recording, of the incident, BWC and ICC recordings shall be submitted to the involved member's Bureau Deputy Chief within five (5) working days. Upon review and approval, a copy of the 105 and all related recordings shall be sent to the Deputy Chief of PIB for review. Once reviewed and approved by the Deputy Chief of PIB, a copy of the 105 shall be sent by PIB to the Risk Management Section and the Education and Training Division for their review and analysis.
62. Any vehicle pursuit resulting in death, serious physical injury or injuries requiring treatment at a hospital are treated as a Level 4, serious use of force, pursuant to **Chapter 1.3 – Use of Force** and will be investigated and reported by PIB FIT. The other reporting aspects of this Chapter are suspended and ALL reporting and review will be handled and processed by FIT, including the Vehicle Pursuit Report. The Vehicle Pursuit Report will be forwarded to the Risk Management Section and the Education and Training Division at the conclusion of the FIT investigation. The NOPD Fatality Investigation Unit will handle the investigation, documentation and related conclusions of the CRASH (vehicle accident) portion of the overall investigation but, under the direction of the commander of PIB FIT who retains overall responsibility for the investigation and subsequent reporting of any pursuit under this paragraph.

REGULAR AND PERIODIC PURSUIT TRAINING

63. In addition to initial training on vehicle pursuits provided to recruits and lateral entry officers by the Education and Training Division, officers will participate in supplemental pursuit training annually. This training will address the Department's policy, the importance of safe driving and protecting the public at all times. Training will include recognition of the need to balance the known or suspected offense and the need for immediate capture against the risks posed by any vehicle pursuit to officers and others.