



NEW ORLEANS POLICE DEPARTMENT OPERATIONS MANUAL

CHAPTER: 41.5

TITLE: VEHICLE PURSUITS

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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 "Felony Crime of Violence" as defined by this chapter.
3. Vehicle pursuits may never be used for the protection of property.
4. The decision to initiate a pursuit must be based on the officer's conclusion that the immediate danger to the public created by the pursuit is less than the immediate or potential danger to the public should the suspect remain at large.

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—Where one or more law enforcement vehicles are used to prevent the movement of a stopped vehicle. The goal is containment and preventing a pursuit. Blocking is not a moving or stationary roadblock (i.e., a vehicle parked in a parking lot or stopped at a red light may be trapped by approaching marked NOPD units).

Boxing in—A Vehicle Pursuit 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 with less than sufficient reactionary distance between the vehicles to adjust for sudden movement or actions by the preceding vehicles. **Caravanning is not authorized by this Department.**

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.”

Department—Means the New Orleans Police Department.

Emergency Equipment—All equipment fitted to and/or carried by an authorized emergency vehicle, such as emergency flashing lights and sirens. It does not include the equipment a standard non-emergency vehicle is fitted with (such as headlights, steering wheels, and windshields).

Evasive Action - When any driver of a motor vehicle, whether or not they have been given a visual or audible signal, or any other method of direction to stop by an officer, displays intention to evade a police vehicle by taking the following, or similar actions:

1. disregards a clear direction by failing to stop, and;
2. increases speed above the posted speed limit upon sight of the police or after being signaled to stop, and/or;
3. extinguishes lights in an attempt to conceal themselves, and/or;
4. violates any official traffic control device or traffic law in an intentional effort to avoid any attempt by an officer to conduct a vehicle stop.

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 supervisor either approving or disapproving the continuance of 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.**

Felony Crime of Violence— For purposes of this chapter, shall be when a suspect has committed or has attempted to commit:

1. Murder or Solicitation for murder
2. Manslaughter
3. Aggravated or second-degree battery
4. Aggravated assault
5. First degree, second degree, or third degree rape
6. Aggravated, second degree, or simple kidnapping
7. Aggravated arson
8. Aggravated burglary
9. Armed, first degree, or second-degree robbery
10. Carjacking
11. Aggravated assault upon a peace officer (Does not include with a motor vehicle)
12. Second degree cruelty to juveniles
13. Human trafficking or trafficking of children for sexual purposes

Note: The fact that an officer had to move from the path of a fleeing vehicle does not constitute an aggravated assault, attempted murder, attempted aggravated battery, or attempted manslaughter for the purposes of this policy.

Following - To drive in close proximity to a subject vehicle without using any apprehension efforts, such as a visual or audible signal, or any other method of direction to stop, by an officer.

Non-pursuit form – Electronic documentation, in the form of a Field Interview Card (FIC) or other designated electronic format used to track incidents in which an officer attempts to initiate a traffic stop and makes the decision not to initiate a pursuit on a vehicle that refuses to stop or has driven away after stopping. The form may be documented on a paper version through an officer's chain of command in the event an electronic version is not available.

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 except when necessary to reach controlled intersections ahead of the pursuit in an effort to warn cross traffic or for StarChase® equipped vehicles (See Chapter 41.5.1 – Pursuit Management Technology).**

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 on a platoon handling calls for service 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 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— The supervisor responsible for managing, documenting, and providing authorization for the pursuit. The pursuit supervisor should be 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.). If a district supervisor is unavailable for a non-platoon unit, the pursuit supervisor **must** be the supervisor of the primary pursuit unit.

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 the 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 except when the violator's vehicle is stationary, or such action is immediately necessary to protect human life from death or great bodily harm from factors other than the vehicle itself.

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

Termination of a Pursuit – A pursuit shall be considered to have terminated when the primary and assigned backup officers have completed both #1 and #2 listed below:

1. The primary and assigned backup officers turn off all emergency equipment and return to the normal posted speed limit.
2. 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 of this fact along with their location.

The pursuit is also considered to be terminated if the fleeing vehicle stops.

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 for use during a pursuit.**

Trail—To follow the path of the pursuit at a safe speed, with supervisor permission, only activating emergency equipment to provide a legal emergency response as necessary in order to reach and provide assistance at the termination point of the pursuit. Trailing vehicles will maintain sufficient separation and distance from the pursuit units to clearly indicate an absence of participation in the pursuit.

Unmarked Police Vehicle—An Authorized Emergency Vehicle 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 and using evasive action as defined in this chapter.

Vehicle Pursuit Report – Electronic documentation used to document the pursuit reporting and review requirements outlined in this chapter. The Vehicle Pursuit Report is subject to review through the Pursuit Supervisor's chain of command to PSAB. In the event the electronic form is unavailable, the Vehicle Pursuit Report shall be completed using the paper NOPD Form # 216.

LEGAL REQUIREMENTS UNDER STATE LAW

5. A vehicle pursuit shall only 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).
6. The officer driving an emergency vehicle may, when in pursuit of a suspect (La. R.S. 32:24):
 - (a) Proceed past a red or 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 or turning in specified directions (**however, intentional movement against traffic flow is not authorized by this Department**).
 - (d) Park or stand in a roadway, irrespective of traffic regulations.
7. Officers shall drive with due regard for the safety of all people. The failure to drive with due regard for the safety of all motorists can lead to disciplinary action, civil and even criminal charges. Protecting and preserving life must be placed above all other considerations.

WHEN A PURSUIT IS NOT INITIATED

8. If no vehicle pursuit took place because the officer did not pursue the fleeing vehicle, the officer shall complete the areas indicated on the Non-pursuit Form after checking the appropriate box indicating that a pursuit did not take place.

9. Officers shall change the signal to a non-pursuit. The only allowable disposition for this signal is "NAT" (Necessary action taken).
10. Officers who engage in vehicle pursuits without immediately requesting approval to continue, or after approval has been denied, are in violation of this Chapter, which may lead to disciplinary action, civil action, and even criminal charges.
11. Incidents where an officer follows a subject vehicle, and no evasive action is taken, do not constitute vehicle pursuits. The police vehicle must adhere to traffic laws and traffic control devices. Following a subject vehicle for more than 15 minutes at or below speed limits and obeying traffic laws requires supervisory notification. However, whether or not emergency lights and sirens have been activated, once a subject vehicle speeds away or takes any evasive action in an effort to distance itself from police the officer shall immediately discontinue following the vehicle unless it meets the criteria for a pursuit as described in this policy.
12. In all incidents where an officer intentionally follows a vehicle the officer shall manually activate their in-car camera and BWC, whether or not a pursuit is initiated.
13. Incidents where an officer attempts to catch up to a suspect vehicle to initiate a traffic stop, prior to or within seconds of activating lights and sirens, do not constitute vehicle pursuits, unless the subject vehicle takes an evasive action. The initial traffic violation shall not constitute evasive action for the purposes of this paragraph.
14. At no time should an officer continue following a vehicle taking evasive action without activating emergency lights and sirens.
15. Supervisors who become aware of unapproved vehicle pursuits shall notify PIB and initiate disciplinary action immediately (see **Chapter 52.1 – Complaint Investigation**).

WHEN A PURSUIT MAY BE INITIATED

16. 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 Felony Crime of Violence as defined by this chapter;
 - (b) the officer has concluded the immediate danger to the public created by the pursuit is less than the immediate or potential danger to the public should the suspect remain at large; and
 - (c) the suspect is fleeing in a vehicle after having been given a signal to stop by a commissioned member of the Department 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**).
17. **Pursuits for non-violent property offenses, misdemeanor offenses, traffic, or civil infractions are prohibited.** Immediately, or as soon as feasible, Officers must seek approval from a supervisor to continue a pursuit. Dangerous driving during a pursuit does not justify a continued pursuit.
18. The following factors shall be considered, both individually and collectively, when deciding to initiate or continue a pursuit:
 - (a) The seriousness of the known or reasonably suspected **felony 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

- 19. Pursuits should be terminated whenever the totality of the circumstances, known or which should 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.
- 20. 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

21. 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 a 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."**
22. 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 should refrain from participating in the pursuit but should remain alert to its progress and location in the event they are needed to safely bring the pursuit to an end. Any officer who discontinues participating in a pursuit may then, if necessary, proceed to a suspected termination point of the pursuit, following all appropriate traffic laws.
23. Unless exigent circumstances exist, unmarked vehicles should not attempt to stop a vehicle or engage in a vehicle pursuit, but should direct marked vehicles to the area to take enforcement action as necessary. If the pursuit is initiated by an unmarked vehicle due to exigent circumstances, the driver of the unmarked vehicle must relinquish primary pursuit unit responsibilities to the first marked vehicle available.
24. Officers and supervisors at all levels have a responsibility to closely monitor the progress of each pursuit. The need for apprehension must be constantly weighed against the potential danger created by the pursuit.
25. All officers shall activate their Body Worn Cameras (BWC) immediately upon becoming involved in a vehicle pursuit. Officers shall activate in-car cameras for all traffic stops, including pursuits and non-pursuits, until the officer's involvement in the incident has concluded. The use of the In Car Camera (ICC) does not relieve the officer of this responsibility.

POLICE MOTORCYCLES

26. 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

27. 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

28. The officer initiating the pursuit 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. If the pursuit is initiated by an unmarked vehicle due to exigent circumstances, the driver of the unmarked vehicle must relinquish primary pursuit unit responsibilities to the first marked vehicle available.

29. The primary pursuit unit must immediately seek supervisory approval to continue any initiated pursuit. The officer may continue in the pursuit during the process of requesting approval to continue the pursuit. If a supervisor does not respond to the request for approval within a reasonable amount of time, the officer must terminate the pursuit and document the reason for termination as “no supervisor response” on the 10-28NP form.
30. Officers shall remain cognizant of the department’s requirements to initiate a pursuit and shall not initiate a pursuit for any criminal activity not authorized by this chapter.
31. 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 continue the 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 that 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.)
32. 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

33. 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 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

34. 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.
- (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 requires their vehicle to (i.e., the vehicle is equipped with pursuit intervention technology) or they are requested to do so by the primary pursuit 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

- 35. Officers should remain in their assigned area and should not become involved with the pursuit unless directed otherwise by a supervisor.
- 36. Non-pursuing personnel needed at the termination of the pursuit should respond in a non-emergency manner, observing all traffic laws.
- 37. 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.
- 38. The following actions or tactics are **expressly prohibited** in a vehicle pursuit:
 - (a) Roadblocks
 - (b) PIT maneuvers
 - (c) Caravanning
 - (d) Ramming a suspect vehicle.
 - (e) Intentionally following a vehicle the wrong way on a street or highway (driving against traffic).
 - (f) Intentionally placing or positioning oneself in the path of a suspect vehicle during a pursuit
 - (g) Reaching inside the pursued vehicle while it is moving or under the control of the suspect

39. Officers shall not discharge a firearm from or at a moving vehicle unless the occupants of the vehicle are using deadly force other than the vehicle itself against the officer or another person, and such action is necessary for self-defense or to protect another person. Discharging a firearm in this circumstance is never authorized when it is reasonable to believe that the vehicle may contain an innocent passenger, or it is reasonably apparent that the vehicle may careen out of control and injure an innocent bystander.
40. Where possible, 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

41. 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.
42. 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

43. Supervisory and management control will be exercised over all vehicle pursuits involving officers from the NOPD.
44. 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 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. This will include a post-pursuit critique and analysis of the pursuit.
45. The pursuit supervisor shall not actively engage in the pursuit and remain the pursuit supervisor.

46. In the event a specialized unit initiates a pursuit and no district supervisor is available to manage the pursuit, the immediate supervisor of the primary unit shall act as the pursuit supervisor. If a District Platoon Commander of the first District which the pursuit enters is available, they may assume the role of pursuit supervisor, at their discretion.

PLATOON COMMANDER RESPONSIBILITIES

47. 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.
48. 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

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

COMMUNICATIONS SERVICES RESPONSIBILITIES

50. Upon notification a pursuit has been initiated, Communications Services should 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.
51. Communications Services 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.
52. In the absence of a supervisor to manage a pursuit, or at the disapproval of a pursuit request by a district supervisor, the dispatcher shall instruct 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

53. 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.

54. 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

55. 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.
56. 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.
57. 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

58. 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.
59. 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.
60. Notification of a pursuit in progress shall not be construed as a request to join the pursuit.
61. 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.
62. Should the agency decline assumption of the pursuit, the NOPD pursuit supervisor shall be responsible for determining whether to continue the pursuit.

PURSUIT ENTERING ORLEANS PARISH OR ORIGINATING FROM ANOTHER AGENCY IN ORLEANS PARISH

63. When a pursuit leaves another jurisdiction and enters Orleans Parish or originates by another law enforcement agency with jurisdiction within 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.

64. 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 only upon approval by an NOPD supervisor.
65. 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 "felony 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 felony 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.
66. 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.
67. 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.
68. If 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

69. 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 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

70. 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. This will include a post-pursuit critique and analysis of the pursuit, addressing all training, policy, and discipline issues, forwarded within 15 days of the incident through the reviewer's chain-of-command with approval by their district/division Captain and provide the complete report with all attachments to the Performance Standards Section. 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 initiation and termination locations of the pursuit;
 4. the rank and name of the supervisor authorizing the pursuit;
 5. the outcome of the pursuit;
 6. any officer, suspect, or bystander injuries or deaths;
 7. property damage;
 8. related criminal or civil legal actions;
 9. the item numbers of all reports related to the pursuit;
 10. an enumeration of all BWC or ICC recordings and their file numbers;
 11. an express statement by the supervisor that they have reviewed all BWC, ICC, and location data (such as AVL or ICC GPS data) and other available recordings related to the pursuit;
 12. an express statement reflecting the reporting supervisor's opinion if the pursuit meets the Department's guidelines;
 13. any issues with training, skill of the officer, policy, or violations observed or noted;
 14. a signature page through the chain of command documenting the approval or disapproval of the critique and analysis.
- (c) Within five (5) working days of receiving the Vehicle Pursuit Report and all related reports, logs, and other pertinent information (e.g. communications tapes, locations of BWC or ICC video, crash reports, etc.), the Performance Standards Section shall review the information to ensure all training, policy, and discipline issues relating to the pursuit have been addressed.
- (d) If the Performance Standards Section determines there are outstanding issues involving, training, policy, or discipline which must be addressed, they will document the issues in an interoffice memo (105) addressed to the Captain of the Division/District and Deputy Chief of the Bureau to which the primary pursuit unit is assigned for corrective action (PSS Notify).
- (e) The Deputy Chief of the Bureau to which the primary pursuit unit is assigned, or their designee, within five (5) working days will document what corrective action was taken and provide that documentation to PSS. A copy of the documentation will be added to the Vehicle Pursuit Report and will be maintained by PSS for data to be included in the NOPD's Use of Force Annual Report.
- (f) If needed, within five (5) working days of receiving the Vehicle Pursuit Report and all related reports, logs, and other pertinent information, the Performance Standards Section will provide a copy of the Vehicle Pursuit Report to the Education and Training Division for training needs review and the NOPD Risk Management supervisor for data collection and submission to the Crash Review Board.

71. Annually, the Superintendent shall direct PSAB to conduct a documented review and analysis of Department vehicle pursuits to 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.

72. In the event an incident has been designated as a vehicle pursuit and the involved officer's Captain 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.
73. 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 crash) 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.

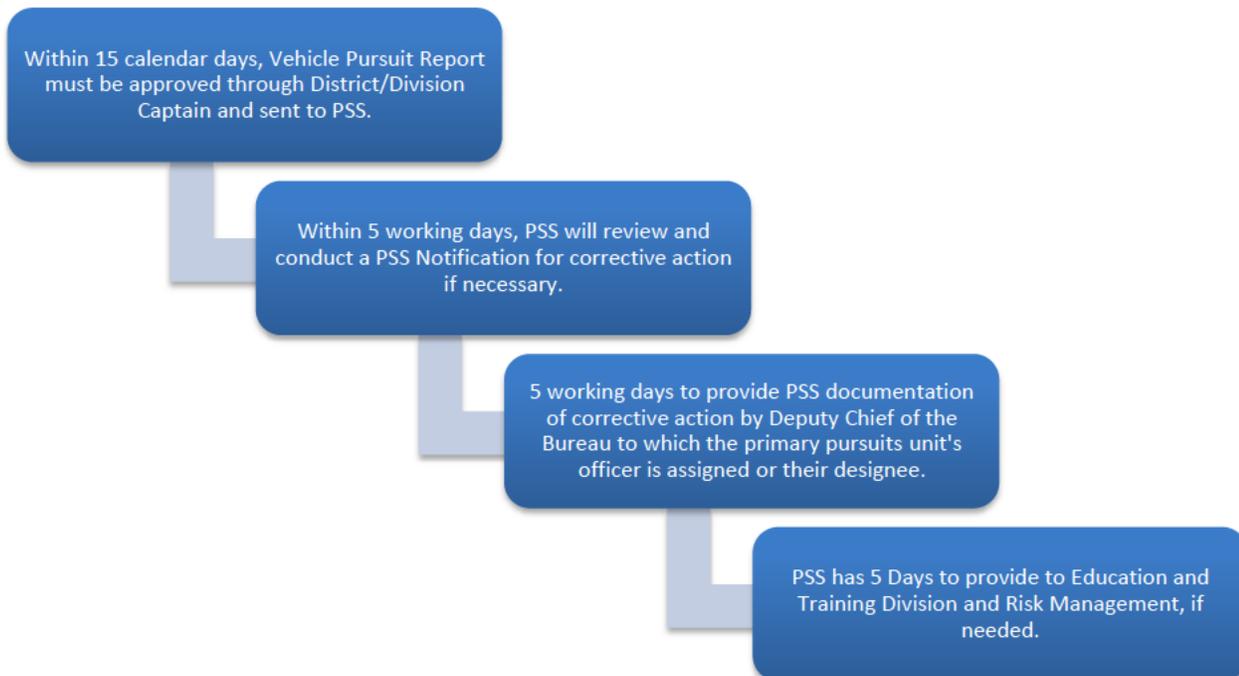
REGULAR AND PERIODIC PURSUIT REVIEWS

74. The Performance Standards and Accountability Bureau will conduct annual reviews of CAD signal data, 10-28NP signals, In Car Camera videos and Pursuit Review Form reports to determine if officers are following the guidelines of this Chapter relating to vehicle pursuit thresholds and reporting requirements. Results of the reviews shall be shared with the Command Staff and Education and Training Division for corrective actions or training as required.

REGULAR AND PERIODIC PURSUIT TRAINING

75. 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.

Appendix A: **Pursuit Review Flowchart**



Per Chapter 41.5 – Vehicle Pursuits, Paragraph 68:

- (b) The pursuit supervisor shall complete the Vehicle Pursuit Report. This will include a post-pursuit critique and analysis of the pursuit, addressing all training, policy, and discipline issues, forwarded within 15 days of the incident through the reviewer's chain-of-command with approval by their district/division Captain and provide the complete report with all attachments to the Performance Standards Section.
- (c) Within five (5) working days of receiving the Vehicle Pursuit Report and all related reports, logs, and other pertinent information (e.g. communications tapes, BWC or ICC video, etc.), the Performance Standards Section shall review the information to ensure all training, policy, and discipline issues relating to the pursuit have been addressed.
- (d) If the Performance Standards Section determines there are outstanding issues involving, training, policy, or discipline which must be addressed, they will document the issues in an interoffice memo (105) addressed to the Captain of the Division/District and Deputy Chief of the Bureau to which the primary pursuit unit is assigned for corrective action (PSS Notify).
- (e) The Deputy Chief of the Bureau to which the primary pursuit unit is assigned, or their designee, within five (5) working days will document what corrective action was taken and provide that documentation to PSS. A copy of the documentation will be added to the Vehicle Pursuit Report and will be maintained by PSS for data to be included in the NOPD's Use of Force Annual Report.
- (f) If needed, within five (5) working days of receiving the Vehicle Pursuit Report and all related reports, logs, and other pertinent information, the Performance Standards Section will provide a copy of the Vehicle Pursuit Report to the Education and Training Division for training needs review and the NOPD Risk Management supervisor for data collection and submission to the Crash Review Board.