
	Administrative General Order	27 Vehicle Pursuit	PAGE 1 OF 13
	City of Charleston Police Department Policy and Procedure Manual		EFFECTIVE DATE: 08/14/07
			SOURCE: Professional Standards Division
			REVISED: 06/01/2026
DISTRIBUTION: ALL	CALEA: 41.2.2 a, b, c, d, e, f, h, j; 41.2.3 c, e		
BY THE AUTHORITY OF THE CHIEF OF POLICE: 			

CONTENTS:

- 27.1 Purpose
- 27.2 Policy
- 27.3 Definitions
- 27.4 Pursuit Procedures
- 27.5 Primary Unit’s Responsibilities
- 27.6 Secondary Unit’s Responsibilities
- 27.7 Law Enforcement Communications Center Responsibilities
- 27.8 Pursuit Supervisor’s Responsibilities – Incident Commander
- 27.9 Traffic Regulations related to Pursuits
- 27.10 Pursuit Tactics
- 27.11 Forceable Stops
- 27.12 Termination of Pursuit
- 27.13 Interjurisdictional Pursuits
- 27.14 Vehicle Pursuit Report
- 27.15 Annual Review of Vehicle Pursuits
- 27.16 Departmental Use Only
- 27.17 References

27.1 PURPOSE

The purpose of this policy is to set clear standards, instructions, and expectations for the safe operation of police vehicles during a pursuit, for the initiation or termination of a pursuit, for the responsibility of participating officers and supervisors; and for providing the balancing of the necessity of the pursuit, the protection of the lives and safety of the public and officers,

GENERAL ORDER #27

and the duty to apprehend violators of the law against the risks involved with the pursuit.

27.2 POLICY

A vehicle pursuit of fleeing suspects presents a danger to the lives of the public, officers, and suspects involved in the pursuit. The primary goal of the department is the protection of life and property. It is the policy of this department to protect all persons' lives to the extent possible when enforcing the law. To effect these obligations, the department's policy strictly regulates how a vehicle pursuit is undertaken and performed. Officers involved in pursuits are permitted to exceed the speed limit and travel through traffic control devices, BUT ONLY WITH DUE REGARD FOR THE SAFETY OF OTHER PERSONS. Officers must understand the laws of the state of South Carolina, and any questions that arise must be immediately directed to a supervisor. Officers are reminded that in the security of their patrol cars, they may not naturally focus on the risks that their driving and the driving of the suspect's vehicle create, but such attention is critical. In addition, it is the department's responsibility to assist officers in the safe performance of their duties.

All sworn personnel will receive documented initial training on the Department's pursuit policy. Additionally, all sworn officers will have a documented annual review of the pursuit policy.

27.3 DEFINITIONS

Vehicle Pursuit - An active attempt by an officer in an authorized emergency vehicle to apprehend any operator of a motor vehicle who, having been given a visual or audible signal by the officer directing such operator to bring the vehicle to a stop, willfully fails to obey the officer's directions, increases the vehicle's speed, extinguishes vehicle's lights, or otherwise flees or attempts to elude the officer.

- Traffic stops or other instances in which officers activate their emergency lights and/or sirens and the operator complies by coming to a stop in a reasonably short distance will not be considered a vehicle pursuit.
- Any attempt to stop a vehicle that is not fleeing or attempts to stop a vehicle that is refusing to stop while still obeying traffic control devices and not exceeding the speed limit by more than ten miles an hour is not considered a vehicle pursuit unless this behavior creates a risk to the public.

Deadly Force – the degree of force likely to cause death or great bodily harm.

Pursuit-Rated Vehicle – a vehicle tested and identified by the manufacturer that is equipped with enhanced mechanical features.

Paralleling – operating an emergency vehicle on streets or a route parallel to the pursuit route.

Tire Deflation Device – a rigid column or a strip of belting containing specially designed hollow spikes which when deployed across a lane of roadway, penetrates tires, slowing the pursued vehicle usually to a stop.

Inter-Jurisdictional Pursuit – any vehicle that crosses into a neighboring jurisdiction, such as across municipal, county or state lines during a pursuit.

Ramming – deliberate contact with a violator's vehicle by an emergency vehicle to force the violator's vehicle off the roadway or intended path.

27.4 PURSUIT PROCEDURES (CALEA 41.2.2 a, d, h)

The decision to initiate or continue a vehicle pursuit will be based on the pursuing officer's assessment that the immediate danger to the public created by the pursuit is less than the immediate or potential danger to the public if the suspect remains at large. Officers and supervisors must understand the inherent dangers associated with engaging in a pursuit. A suspects'

GENERAL ORDER #27

decision to flee from law enforcement increases the risk for serious injury or death to the general public. Officers will view the initiation or continuation of a pursuit in the same light as a potential use of DEADLY FORCE (Reference General Order 23 and 25). As in the use of a firearm, Officers and supervisors must evaluate the risks to the public and themselves compared to the nature of the offense for which the subject is being pursued, the danger to the public if the subject is not apprehended, and the possible alternative methods of apprehension. Sound judgment, common sense, and the guidelines outlined in this General Order will determine whether a pursuit should continue or be terminated. A law enforcement officer is not immune from liability for deciding whether to begin or continue the immediate pursuit of a suspect. The Officers and supervisors must ask themselves if the pursuit results in an injury or death, or property damage, would a reasonable person understand why the pursuit occurred, why it was continued, and why it was necessary.

Only **pursuit-rated vehicles** may participate in an authorized vehicle pursuit. Non-pursuit-rated utility vehicles, non-pursuit-rated trucks, motorcycles, unmarked non-pursuit-rated vehicles, or vehicles in tow are not authorized to engage in a vehicle pursuit.

Unmarked pursuit-rated vehicles (pursuit-rated by the manufacturer, equipped with a concealed light bar in the front, full lighting in the rear, and lighting from the sides, and siren) may initiate a pursuit for the same criteria as marked pursuit-rated vehicles. Due to the increased danger created by the less visible unmarked vehicles, officers operating unmarked pursuit-rated vehicles during a pursuit will withdraw at the earliest possible time. Once a marked pursuit-rated vehicle becomes active in the pursuit, the unmarked vehicle will reduce speed and become a secondary vehicle in the pursuit. The ultimate decision regarding the unmarked vehicle participating in the pursuit will be at the discretion of the supervisor managing the pursuit.

Pursuits are permitted only under the following circumstances:

1. When an officer has reasonable grounds to believe the suspect has committed or is attempting to commit one of the following felonies or misdemeanors of a violent nature towards a person:
 - a. Murder; manslaughter, rape or other felonious sex offense; kidnapping, robbery; aggravated assault;
2. When an officer has reasonable grounds to believe the suspect has committed, or is attempting to commit, a crime that involves the use of a firearm or explosive device, even if such crime is classified as a misdemeanor. In such circumstances the occupants should be considered armed and dangerous.

Additional factors to consider prior to initiating or continuing a pursuit are:

1. The nature and seriousness of the original offense that led to the pursuit;
2. The amount of vehicle and pedestrian traffic in the area;
3. Knowledge of the suspect's identity by law enforcement;
4. The likelihood of apprehending the suspect at a later time;
5. The performance, condition, and communication capabilities of the pursuit vehicle;
6. The condition of the road surface upon which the pursuit is being conducted, structures, objects, and environmental factors;
7. Weather conditions and visibility;
8. Time, day, and location of the pursuit;
9. Speeds of involved vehicles;
10. The presence of passengers in the fleeing vehicle.

Vehicle pursuits in the following circumstances are prohibited:

1. To assist in a pursuit by another law enforcement agency for any reason not permitted by this policy. Officers must obtain the reason for a pursuit by a fellow agency before they participate and must have verbal permission from a supervisor to engage in a pursuit initiated by another agency;
2. The officer has a civilian passenger in the pursuit vehicle.

If a pursuit is initiated after considering all the above factors, the pursuing officer must immediately advise the Charleston County Consolidated Dispatch Center dispatcher of the pursuit and the reason for the pursuit. A first-line supervisor or Command Duty Officer will also be notified as soon as the pursuit begins by the dispatcher. The supervisor is required to acknowledge awareness of the pursuit and assume incident command verbally over the radio. The Incident Commander will immediately upon notification obtain information about the pursuit and give specific direction based on the criteria outlined in this section that either (a) the pursuit may continue or (b) the pursuit will be terminated. This provision does not preclude the termination of a pursuit by a supervisor or officers at any time within the criteria set forth in this order. Likewise, this does not preclude a higher-ranking supervisor or the Command Duty Officer from taking command of pursuit and terminating it based on their observations. Officers involved in an approved pursuit will continuously provide updated information to the supervisor and dispatch of the conditions and other pertinent details of the pursuit.

27.5 PRIMARY UNIT'S RESPONSIBILITIES (CALEA 41.2.2 b)

Upon initiating a pursuit, the pursuing officer will activate their BWC/In-Car Camera and continuously use blue lights and siren during the pursuit. The pursuing officer will immediately provide Consolidated Dispatch personnel with the following information:

1. Unit identification;
2. Location and direction of travel of the fleeing vehicle;
3. Reasons supporting the decision to pursue;
4. Speeds of involved vehicles;
5. Description and license plate number, if known, of the fleeing vehicle;
6. Number of occupants in the fleeing vehicle and descriptions, where possible;
7. The environment in which the pursuit is taking place; including any changes that occur;
8. The driving behavior of the pursued suspect;
9. Type of vehicle being pursued (sports car, compact, motorcycle); and
10. The presence of other law enforcement agencies.

Officers must rely on what they know and not what they think or sense. Risks during a pursuit can only be justified by the facts and circumstances that are known at the time and reasonable inferences associated with them.

Failure to provide the above information to Consolidated Dispatch may result in an immediate decision by a supervisor to order the termination of the pursuit. Officers shall not continue a pursuit or assist in a pursuit unless immediate authorization for the pursuit is received from a supervisor.

The primary pursuit unit will reduce the level of pursuit to that of support or backup unit when another vehicle has been assigned primary pursuit responsibility.

Any primary or backup unit sustaining damage, or failure of essential vehicular equipment during the pursuit, will

GENERAL ORDER #27

immediately discontinue their involvement in the pursuit. The unit will notify Consolidated Dispatch so that another unit may be assigned to the pursuit.

At the conclusion of a pursuit, the primary pursuit officer will complete a memorandum that will be attached to the pursuit supervisor's Vehicle Pursuit Report via BlueTeam.

27.6 SECONDARY UNIT'S RESPONSIBILITIES (CALEA 41.2.2 c)

One additional unit will respond as a backup or secondary unit to a pursuit unless otherwise directed by the pursuit supervisor.

The secondary unit will activate their BWC prior to becoming engaged in the pursuit. The secondary unit will assume radio communications responsibility when the officer joins the pursuit, allowing the primary unit to devote its full attention to driving and maintaining visual contact with the suspect vehicle. Additionally, the secondary unit will maintain a safe distance behind the primary unit to observe the whole pursuit. If, for any reason, the primary unit becomes disabled or unable to continue the pursuit, the secondary unit will become the primary unit, and one additional unit will respond to assume the responsibilities of the backup or secondary unit.

At the conclusion of a pursuit, the secondary unit(s) will also complete a memorandum that will be attached to the pursuit supervisor's Vehicle Pursuit Report via BlueTeam.

27.7 LAW ENFORCEMENT COMMUNICATIONS CENTER RESPONSIBILITIES (CALEA 41.2.2 e)

Upon notification that a pursuit is in progress, officers should expect Consolidated Dispatch personnel to carry out the following activities and responsibilities during the pursuit:

1. Record all incoming information on the pursuit and the pursued vehicle;
2. Control all radio communications and clear the radio channels of all non-emergency calls;
3. Obtain criminal records and vehicle checks of the suspect(s);
4. Coordinate and dispatch backup assistance under the direction of the pursuit supervisor; and
5. Notify neighboring jurisdictions when pursuit may extend into their locality.
6. Monitor and notate all information regarding the pursuit until it has been terminated.

27.8 PURSUIT SUPERVISOR'S RESPONSIBILITIES-INCIDENT COMMANDER (CALEA 41.2.2 f)

The supervisor of the Team where the pursuit began will assume the responsibilities as the pursuit supervisor. This responsibility will take priority over any other responsibilities until relieved by another supervisor or the pursuit ends. When the pursuit supervisor authorizes a pursuit to continue, the supervisor concludes that the immediate danger to the public, created by the pursuit, is less than the immediate or potential dangers to the public should the suspect remain at large, **and the danger to the public justifies the use of deadly force to apprehend the suspect**. Such a decision must be based on real-time information available to the supervisor at the time of the pursuit and in accordance with Department policy.

Upon notification of a vehicle pursuit, the team supervisor will assume responsibility for the approval, monitoring, control, and termination of the pursuit.

The supervisor will continuously review the incoming data from Consolidated Dispatch and pursuit officer(s) to determine whether to continue or terminate the pursuit.

In controlling the pursuit incident, the supervisor will be responsible for the coordination of the pursuit as follows:

1. Directing pursuit vehicles into or out of the pursuit;
2. Re-designation of primary, support, or other backup vehicle responsibilities;
3. Authorization and coordination of pursuit tactics;

GENERAL ORDER #27

4. Authorization and coordination of the blocking of critical intersections;
5. Authorization to leave jurisdiction to continue the pursuit.

The supervisor may approve or assign additional backup vehicles to assist the primary and secondary pursuit vehicles based on an analysis of:

1. The nature of the offense for which pursuit was initiated;
2. The number of suspects and any known propensity for violence;
3. The number of officers in the pursuit vehicles;
4. Any damage or injuries to the assigned primary and secondary vehicle or officers;
5. The number of officers necessary to make an arrest at the conclusion of the pursuit;
6. Any other clear and articulable facts that would warrant the increased hazards caused by numerous pursuit vehicles.

The supervisor who initially approved the pursuit will continue to manage such pursuit until its conclusion or he/she is relieved by another supervisor. This handoff of the pursuit will be clearly communicated over the radio so that all involved units will be aware of the change. The pursuit supervisor must maintain radio communications with the pursuing officer(s) throughout the pursuit. If radio communication is lost, the pursuit must be discontinued.

If a supervisor becomes involved in a pursuit, the supervisor from the nearest Team in which the pursuit originates will assume responsibility for the pursuit. Example: Teams 1 and 2 will manage each other's pursuits, and Teams 3 and 4 will manage each other's pursuits. If a traffic officer or other officer not assigned to a patrol team is involved in a pursuit and does not have an immediate supervisor monitoring the channel, the supervisor in the Team in which the pursuit originates will assume responsibility for the pursuit. The supervisor is expected to respond to the scene of all concluded pursuits.

The pursuit supervisor will prepare a comprehensive pursuit report via BlueTeam and forward it through his/her chain of command to include the Team Commander and Bureau Commander (copying the Deputy Chief in the BlueTeam routing). The patrol supervisor will obtain a memorandum from any officer assigned as the primary and secondary units in the pursuit. The memorandums will be attached to the pursuit supervisor's vehicle pursuit BlueTeam. The vehicle pursuit BlueTeam and the memorandums should be completed before the end of the officer's shift unless circumstances do not permit it and approval was granted by the on-duty CDO or Team Commander.

27.9 TRAFFIC REGULATIONS RELATED TO PURSUITS

Each unit authorized to engage in a vehicle pursuit will activate all their Priority 1 emergency equipment (Lights and Siren) prior to the start of the pursuit.

Officers engaged in the pursuit will, at all times, drive in a manner exercising reasonable care for the safety of themselves and all other persons and property within the pursuit area. Officers are permitted to suspend conformance with normal traffic regulations during the pursuit as long as reasonable care is used when driving in a manner not otherwise permitted, and the maneuver is reasonably necessary to gain control of the suspect. Officers must account for the fact that civilian drivers may behave unpredictably when confronted with an emergency vehicle; therefore, they must be keenly aware of the behavior of others when engaged in a pursuit.

GENERAL ORDER #27

The following are South Carolina's laws pertaining to Pursuits (reference SC Code of Laws);

§ 56-05-0760: Operation of authorized emergency vehicles;

(A) The driver of an authorized emergency vehicle, when responding to an emergency call or when in the pursuit of an actual or suspected violator of the law or when responding to but not upon returning from a fire alarm, may exercise the privileges set forth in this section, but subject to the conditions of this section.

(B) The driver of an authorized emergency vehicle may:

- (1) park or stand, notwithstanding any other provision of this chapter;
- (2) proceed past a red or stop signal or stop sign but only after slowing down as may be necessary for safe operation;
- (3) exceed the maximum speed limit if he does not endanger life or property;
- (4) disregard regulations governing direction of movement or turning in specified directions.

(C) The exemption in this section granted to an authorized emergency vehicle apply only when the vehicle is making use of an audible signal meeting the requirements of Section 56-5-4970 and visual signals meeting the requirements of Section 56-5-4700 of this chapter, except that an authorized emergency vehicle operated as a police vehicle need not use an audible signal nor display a visual signal when the vehicle is being used to:

- (1) obtain evidence of a speeding violation;
- (2) respond to a suspected crime in progress when use of an audible or visual signal, or both, could reasonably result in the destruction of evidence or escape of a suspect; or
- (3) surveil another vehicle or its occupants who are suspected of involvement in a crime.

(D) The provisions of this section do not relieve the driver of an authorized emergency vehicle from the duty to drive with due regard for the safety of all persons;

(E) The Criminal Justice Academy shall promulgate regulations pursuant to the Administrative Procedures Act so as to provide uniform guidelines and training programs for law enforcement agencies which use emergency vehicles. Law enforcement agencies authorized to use emergency vehicles shall use the regulations developed by the Criminal Justice Academy to provide written guidelines and to provide training programs for its officers and employees regarding the operation of emergency vehicles.

§ 56-05-2360: Operation of vehicles on approach of authorized emergency vehicles;

§ 56-05-4700: Audible signal devices and signal lamps for authorized emergency vehicles;

§ 56-05-4970: Sirens, Whistle, or bell on authorized emergency vehicles.

§ 56-05-0765: Investigations of traffic collisions involving a motor vehicle or motorcycle of a law enforcement agency.

(A) When a motor vehicle or motorcycle of a law enforcement agency, except a motor vehicle or motorcycle of the Department of Public Safety, is involved in a traffic collision that: (1) results in an injury or a death, or (2) involves a privately-owned motor vehicle or motorcycle, regardless of whether another motor vehicle or motorcycle is involved, the State Highway Patrol must investigate the collision and must file a report with findings on whether

GENERAL ORDER #27

the agency motor vehicle or motorcycle was operated within the guidelines of appropriate statutes and regulations.

--For the purposes of this section, "involved in a traffic collision" includes a law enforcement motor vehicle or motorcycle engaged in a pursuit when a traffic collision occurs.

27.10 PURSUIT TACTICS

Departmental policy pertaining to the use of deadly force will be adhered to during the pursuit. If the object being used as a weapon is the vehicle, officers will attempt to avoid situations that place them in direct danger of being hit and/or rammed by the suspect vehicle. This may include affirmative steps to remove themselves from a position of compromise. They should keep in mind the inherent dangers associated with a vehicle going out of control as a result of an impact.

Unless expressly authorized by a supervisor, pursuits will be limited to the assigned primary and secondary units. Officers are not otherwise permitted to join the pursuit team or follow the pursuit on parallel streets.

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

1. Notify dispatch of a wrong way driver
2. Request assistance from outside agencies to shut down vehicular traffic on the roadway coming in the fleeing vehicle's direction
3. Have dispatch notify department of transportation to activate reader boards to advise motorists of a wrong way driver.
4. As mentioned in 27.12 --- Any pursuit should be terminated when the danger posed by continued pursuit to the public, the officers or the suspect is greater than the value of apprehending the suspect(s).

27.11 FORCEABLE STOPS (CALEA 41.2.3 c, e)

Forcible stops involve the use of equipment, vehicles, or weapons to force another vehicle to stop. Some forceable stops (such as firearms and ramming) are considered deadly force, so these types of forcible stops are not authorized unless the use of deadly force is justified. The implementation of a forcible stop should be carefully weighed by the pursuit supervisor against the safety of all officers involved in the pursuit. The following

1. The use of a vehicle (ramming) to force a suspect's vehicle to stop is permitted if deadly force is justified. Even under such circumstances, the officer who elects to use deadly force must reasonably evaluate the safety of non-involved pedestrians, motorists and property and the risk of the suspect vehicle going out of control is less than the risk of the suspect not being captured immediately. There shall be no deliberate contact made between vehicles involved as a means of attempting to stop the suspect's vehicle except when there is substantial likelihood that neither vehicle will strike another vehicle, pedestrian, or occupied building. Officers may not intentionally use their vehicles to bump or ram the suspect's vehicle off the road in order to force a vehicle to a stop unless expressly authorized by the Chief of Police or designee.
The only exception to requesting and/or receiving such authorization is if a delay in action would pose an actual and imminent threat to the lives of others. Also see the Department's General Order pertaining to Response to Resistance/Aggression.
2. Stationary roadblocks will be used only in extraordinary circumstances, when the alternative of allowing the pursuit to continue on its projected path creates an immediate and imminent risk of serious injury or death to

GENERAL ORDER #27

citizens. Roadblocks will only be utilized with the expressed authorization of the Chief of Police or designee. No stationary roadblock shall be set up on a hillcrest or in a curve. The roadblock must be visible from a sufficient distance to allow the suspect the opportunity to safely stop. When setting up a roadblock, officers shall take measures to protect and warn other motorists. Whenever possible, a minimum of three units should be used: two units to block the lanes of travel and one to warn and direct traffic approaching from the opposite directions. Officers will ensure they have the appropriate amount of time to properly set up the roadblock and evacuate the immediate area.

3. Currently, the agency does not allow the Precision Immobilization Technique (PIT Maneuver).
4. Officers shall adhere to CPD General Order 23 and 25 regarding the use of deadly force, specifically 25.18 Shooting at or From Moving Vehicles, during the pursuit.

5. Use of Tire-Deflation Devices

Assisting units may use department-issued hollow spike strip tire-deflation devices to bring the vehicle pursuit to a safe conclusion. The device may only be used against vehicles with four (4) or more tires. It will not be deployed against motorcycles, mopeds, or similar two or three-wheeled vehicles unless the use of deadly force is legally justified (Reference General Order 23 and 25).

Unless the continued movement of the fleeing vehicle would result in an extraordinary hazard to others, the device will not be deployed against the following vehicles:

1. School buses transporting students;
2. Passenger buses transporting passengers;
3. Vehicles carrying any form of hazardous materials;
4. Any other vehicle that could reasonably be expected to be above normal risk of causing serious damage or injury.

Only personnel that have been officially trained in the use of the tire-deflation device, departmental procedures and policy, will be authorized to deploy the tire deflation device. Supervisory approval will be obtained prior to deployment. Once notified, the supervisor is responsible for reviewing all available information and making the decision if the use of the device is in accordance with departmental policy. The officer requesting authorization to deploy the device will then be notified by the supervisor whether the tire-deflation device will or will not be utilized. Officers may deploy the device without supervisory approval only if such delay would create an immediate danger to life. However, such a decision can be voided by any officer above the rank of Sergeant.

Prior to deployment, officers will consider:

1. The risk to citizens and private property;
2. The safety of sworn personnel involved;
3. The risk of physical injury to the occupants of the fleeing vehicle.

GENERAL ORDER #27

In planning where to deploy the device, consideration will be given to geographic locations that are conducive to minimizing the risk of injury to any individual or damage to property. Every reasonable effort will be made to avoid using tire deflation devices on road surfaces that are affected by:

1. Standing water;
2. Ice or snow;
3. Exceptionally rough pavement or gravel;
4. Unpaved roads; or
5. Other unique circumstances that could indicate a foreseeable increase in the risk of a serious traffic collision unless deadly force is justified.

Officers will exercise extreme care when deploying the device and immediately seek an area of protection once deployed.

Radio communication and close coordination will be maintained between pursuing units and personnel deploying the device. Subsequent to deployment, pursuing units will exercise care by reducing speed when approaching the deployment location so as not to travel over the devices themselves. The device will promptly be removed from the roadway once the suspect vehicle crosses the device. When deploying the device, officers must ensure there is sufficient time and distance for the suspect and other civilians to stop and avoid the device.

The device can be used in pursuit situations where a vehicle is pursued into our jurisdiction by an outside agency only if:

1. There is sufficient time to notify the pursuing jurisdiction and officer by police radio and/or dispatch of its deployment; and
2. The pursuit would be authorized in accordance with this policy.

*A commander can authorize the use of tire-deflation devices to assist other agencies in a vehicle pursuit.

Following any successful or unsuccessful deployment of the tire-deflation devices, the supervisor accountable at the time of deployment must articulate the utilization of the tire deflation device in the pursuit BlueTeam report. The officer deploying the tire deflation device will also articulate the utilization of the tire deflation device in their BlueTeam memorandum. In any instance where the Team Commander determines that the tire deflation device was not authorized by policy, the Commander will contact the Office of Internal Affairs and request an administrative investigation.

27.12 TERMINATION OF PURSUIT

A decision to terminate the pursuit may be the most rational means of preserving life and preventing damage to private property. The pursuing officer, any officer with relevant information related to the pursuit, a supervisor, or Command Officer of the department may terminate a pursuit at any time for any reason. The pursuit will be terminated when the officer or supervisor believes the risk of injury or damage to any person or property resulting from the continuation of the pursuit becomes greater than the risk of injury to any person or damage to property that would result from the escape of the suspect.

The pursuit will be immediately terminated in any of the following circumstances:

1. The danger posed by continued pursuit to the public, the officers or the suspect is greater than the value of

GENERAL ORDER #27

apprehending the suspect(s);

2. If the suspect's identity has been established and the need for immediate apprehension is no longer present;
3. The distance between the pursuit and fleeing vehicles is so great that further pursuit is futile or the location of the vehicle is no longer known;
4. Weather or traffic conditions substantially increase the danger of pursuit greater than the value of apprehending the suspect(s).

The pursuing officer has a duty to relay necessary information to Consolidated Dispatch, which would assist the pursuit supervisor in determining whether to continue or terminate a vehicle pursuit.

Termination is defined as taking the following steps:

1. Communicating where and when the pursuit is terminated;
2. Turning off all emergency equipment.
3. Traveling in the opposite or different direction as soon as possible. If unable to exit the roadway, the officer should pull to the side of the road and stop, when reasonable to do so.
4. All units should return to normal patrol operations without following or paralleling the suspect;

The purpose of the termination is to encourage the suspect to slow down and begin to drive safely.

27.13 INTERJURISDICTIONAL PURSUITS (CALEA 41.2.2 h)

Out of Jurisdiction

When it is apparent that a pursuit is likely to leave the City of Charleston, the pursuing officer must receive permission from the pursuit supervisor to continue the pursuit. If approved, the supervisor will instruct Consolidated Dispatch to advise neighboring department(s) of the pursuit, the direction of travel, vehicle description, and the reason for the pursuit.

- The Code of Laws of South Carolina, §17-13-0040 outlines the jurisdictional authority of municipal police officer's vehicle pursuits. An authorized CPD pursuit can take place in either of the following:
 - a. Within City of Charleston jurisdictional boundaries;
 - b. Within the county or counties that the City of Charleston is located (i.e. Charleston, Berkeley, and Dorchester Counties)
- The pursuing officer will terminate a pursuit that extends beyond the above subsection (b).

City police officers involved in a pursuit that did not originate in the City of Charleston will terminate their involvement with the pursuit at the jurisdictional boundary of the City of Charleston. The county-wide ability to pursue only applies to pursuits that originate within the jurisdiction of the City of Charleston by Charleston Police Officers.

Into Jurisdiction

Officers of the CPD will not actively participate in the pursuit of a vehicle by another jurisdiction entering the City of Charleston without a supervisor's approval. Active participation includes joining in as a pursuit vehicle or paralleling the pursuit. Prior to approval, the team supervisor must have adequate information to determine if the pursuit is justified based on the criteria set forth in this policy. The initiating agency will remain in control of any pursuit that crosses into this jurisdiction and will remain responsible for the pursuit.

27.14 VEHICLE PURSUIT REPORT (CALEA 41.2.3 e)

The Vehicle Pursuit Report is located in the BlueTeam system and is available to all supervisors. The supervisor who oversees/manages a pursuit will complete a "Vehicle Pursuit Report" and will list all officers involved and provide a brief

GENERAL ORDER #27

summary as to the reason for the authorization of the pursuit, details of managing the pursuit, and how the pursuit ended. A summary of any accidents or other incidents arising from or related to the pursuit should also be provided. The Vehicle Pursuit Report will be completed prior to securing from their shift unless an extension is granted from the CDO or authorized Commander. Officers identified as the primary and secondary units in the pursuit must write memorandums that will include the following:

- a detailed summary of the situation and reason for engaging in the vehicle pursuit (what the officer observed or what information was provided)
- the suspect's actions including any violations of the law (sped up, turned off his/her lights, failed to stop in a reasonable amount of time)
- officer's role in the pursuit
- supervisor who authorized the pursuit
- weather and roadway conditions, officer and suspect rate of speed, nature of suspect's driving
- if anything was thrown from the vehicle, if so where
- the exact location and manner in which the pursuit ended (canceled by officer or supervisor, accident, suspect complied, tire-deflation device, etc.)
- extent of any injuries (officer, suspect, and/or uninvolved) or property damage
- any criminal charges

Attach all other reports, which may include collision reports, out-of-agency reports, or other internal documents. All vehicle pursuit reports will be forwarded to the Team Commander for review. The Team Commander will review the vehicle pursuit BlueTeam, officer's memorandums, body-worn camera videos, as well as review CAD records and dispatch recordings. The Team Commander will document his/her review in the BlueTeam notes indicating unequivocally whether the vehicle pursuit was within or not within department policy. The vehicle pursuit BlueTeam report will then be forwarded to the Division Commander over the Team where the vehicle pursuit was initiated. The Division Commander will review all the information available and document his/her review in the BlueTeam notes. The Division Commander will indicate whether the pursuit was within or not within department policy. Once the Division Commander completes his/her review, he/she will forward the vehicle pursuit report to the Office of Internal Affairs, copying their respective Bureau Commander on the BlueTeam routing. If at any point during the review process, it is determined that the pursuit was not within department policy and/or an officers' actions recklessly disregarded the safety of others, then that person will immediately notify their chain of command and the Office of Internal Affairs.

27.15 ANNUAL REVIEW OF VEHICLE PURSUITS (CALEA 41.2.2 j)

The Charleston City Police Department will assemble a Vehicle Pursuit Board consisting of a chairperson (Traffic Commander), a supervisor from Fleet Operations, an Officer from PD&T, an officer from the Office of Internal Affairs, a member of the department's driving instructor staff, and a member of the department's legal staff (advisory capacity) as primary members. The board will meet semi-annually to review all vehicle pursuits for each half of the year and make any recommendations for changes to department policy, training, reporting procedures, and any recommendations to help reduce the number of accidents. At the first meeting of the following year, the chairperson will prepare a comprehensive report of all vehicle pursuits for the previous calendar year. The chairperson of the Vehicle Pursuit Board will conduct a documented annual analysis of pursuit reports. This annual analysis will be approved by the Chief of Police. Information contained in

GENERAL ORDER #27

the annual review report will be used to complete the department's annual report.

27.16 DEPARTMENTAL USE ONLY

This directive is for departmental use only and does not apply in any criminal or civil proceeding. This departmental policy will not be construed as creating higher legal safety standards or carrying in an evidentiary sense with respect to third-party crimes. Violations of this order will only form the basis for departmental administrative sanctions. Violations of law will only form the basis for civil and criminal sanctions in a recognized judicial setting.

27.17 REFERENCES

See also:

GO 23 - Response to Resistance / Aggression

GO 25 – Less-Lethal and Lethal Weapons

GO 26 - Regulation, Responsibility, & Operation of Official Vehicles