

SOUTH PORTLAND POLICE DEPARTMENT

STANDARD OPERATING PROCEDURES

Subject:	Specialized Vehicles – Motors / Command Vehicle / MRAP	Policy #	4-41-C
Effective Date:	March 30, 2019	Review:	Annually
Distribution:	All Personnel	# of pages:	3

I. PURPOSE:

To establish guidelines for the use and operation of specialized departmental vehicles, including motorcycles (“Motors”), regional command vehicles, and the armored Mine Resistant Ambush Protected Vehicle (MRAP).

II. POLICY:

At the discretion of the Chief of Police, the department will maintain specialized vehicles to enhance police operations, public safety, and the protection of law enforcement and first responder personnel.

III. PROCEDURES:

A. Police Motorcycles (“Motors”):

1. Training:

- a. Instructors must successfully complete Police Motorcycle instructor training, as approved by the Chief of Police or designee.
- b. Motor officers must successfully complete Police Motorcycle operator training, as approved by the Chief of Police or designee.
- c. Motor officers should receive annual operator refresher training.

2. Use:

- a. Motor officers must have an appropriate license or license endorsement to operate motors.
- b. Only trained officers may operate a police motor during their regular shift, at the discretion of the Shift Commander.
- c. Trained motor officers may also operate for extra duty employment details, at the direction of the designated Motorcycle Detail Coordinator.¹
- d. Due to their nature, the use of motors is encouraged for enhancing community policing during regular patrols, traffic enforcement, selective enforcement of the Greenbelt Walkway, or other areas inaccessible to regular patrols, and parades and special escorts, as approved.
- e. Although there will be no set restrictions, lighting, weather, traffic conditions and any level of threat against law enforcement should be considered when determining the feasibility of safely operating the motor. If the Shift Commander or operator deems the driving conditions to be unsafe, the motor shall not be operated.
- f. Motor officers will wear department approved uniform items, to include helmet, gloves, boots and eye protection.
- g. Motor officers may operate non-routine, only in accordance with SOP #4-41, OPERATION OF POLICE VEHICLES.
- h. Passengers are prohibited.

3. Inspection / Equipment:

- a. The designated Motorcycle Detail Coordinator will ensure that the police motors are outfitted and equipped in a manner that will make them clearly visible and identifiable.

¹ SOP #9-92, ADMINISTRATIVE ASSIGNMENTS

- b. All motors will be appropriately decaled, have police lighting and siren, communication capabilities, radar or other traffic enforcement capability, and a first aid kit. Additional ornamentation or accessories may be approved by the Motorcycle Detail Coordinator.
- c. Motor officers should carry citations, summonses, reports and other paperwork necessary to carry out their assignment.
- d. Motor officers will conduct and report inspections consistent with SOP #4-41-A, VEHICLE ASSIGNMENT & INSPECTION.

B. Regional Command Vehicle:

1. Administration and Training:

- a. A designated department supervisor will coordinate the selection, training, planning and activities of staff from this department assigned to the Regional Command vehicle crew, and ensure operational supervision for each deployment. The designee will provide a list of the department's crew to Dispatch for call out purposes.
- b. The following criteria will be considered in the selection of crew members:
 - 1) law enforcement experience (minimum of 2 years in field assignments is required);
 - 2) performance during an oral board interview;
 - 3) sick leave usage;
 - 4) personnel file review and evaluations;
 - 5) maturity; and
 - 6) vehicle accident history
- c. In order to remain a member of the Regional Command Vehicle Team crew, personnel must:
 - 1) Maintain an acceptable level of proficiency and participate in a minimum of 36 hours of hands on training per year;
 - 2) Participate in an EVOC refresher course, as assigned;
 - 3) Crew members are not mandated to be available but are always subject to an emergency call to duty and expected to respond when available.

2. Deployment:

- a. Emergency deployments may include response to severe weather, complex investigations, large scale events or demonstrations, search and rescue missions, fires, activation of a specialty team, or other such occurrences.
- b. The on-duty Shift Commander may request the deployment of the Regional Command Vehicle.
- c. Requests for planned deployment of the Regional Command Vehicle shall be made through the department designee. The request should include the reason for request; date, times, location and duration for deployment; and the need for incident dispatch.

3. Use:

- a. Whenever practical, the minimum crew shall consist of two qualified personnel.
- b. Only qualified members of the Regional Command Team, or those approved by the Chief of Police or designee and properly licensed, may operate the vehicle.
- c. Refer to deployment check lists for: set up, breakdown, and post deployment operations.
- d. Prior to deployment or leaving a deployment location with the Regional Command Vehicle a minimum of two assigned crew shall conduct a walk around inspection to ensure the vehicle can be safely moved.
- e. When backing or during other vehicle movement as necessary, a ground guide must be utilized whenever possible to direct the driver.
- f. The assigned crew shall set up and run audio visual components and provide support for vehicle capabilities.

- g. The Regional Command Vehicle shall be driven at or below the posted speed limit with due regard being given to existing road and traffic conditions.
- h. The Regional Command Vehicle shall not be used for routine travel, traffic stops, traffic control or pursuits.
- i. Under no circumstance will this vehicle be operated with the emergency equipment (lights and siren), unless exigent circumstances exist.
- j. The assigned crew shall complete the logbook after each use.
- k. Upon completion of the deployment, the crew will ensure the Regional Command Vehicle is ready for the next deployment by utilizing the “Breakdown” and “Night Service Activation” checklists.
- l. Report any damage to the Regional Command Vehicle Team Supervisor
- m. For security purposes, while deployed, the Regional Command Vehicle shall not be left unattended. It shall be either staffed by assigned crew or under the direct supervision and control of sworn department personnel.

C. Mine Resistant Ambush Protected Vehicle (MRAP):

1. Training:

- a. All officers assigned as MRAP drivers will receive initial training in the basic operation of the vehicle, to include: pre-operation inspection, engine start up procedure, driving on and off surface streets including negotiating turns, braking/stopping, backing, parking and securing the vehicle.
- b. After completing initial training and demonstrating proficiency in its basic operation, drivers will work with the SMR SWAT during training exercises to become proficient in how the MRAP is utilized by the team. Drivers not already members of SMR SWAT will continue to train with the team on a regular basis to insure they are capable of safely operating the MRAP.
- c. All training will be documented in compliance with South Portland Police and SMR SWAT policy.

2. Use:

- a. Operators must have an appropriate license or license endorsement.
- b. The MRAP primarily serves as a ballistic protected vehicle assigned to the Southern Maine Regional SWAT Team (SMR SWAT).
- c. The MRAP will only be used during law enforcement related incidents involving violent persons who are armed, believed to be armed, and / or who pose a serious risk to public safety. Examples of situations or encounters include but are not limited to: Armed Barricade Suspects or Subjects, High Risk Warrant Service, Hostage Rescue, Active Shooter, Terrorist Incidents, Sniper Incidents, Officer or Civilian Rescue / Recovery or evacuation from an area controlled by an armed subject.
- d. During exigent circumstances, where there is a reasonable belief there could be a loss of life, the Chief of Police or their designee may authorize the use of the MRAP for any legitimate life saving tactics not described above.
- e. Only trained and designated members of SMR SWAT, or others mutually agreed upon by the Chief of Police, will operate the MRAP, except in exigent circumstances in which the Chief of Police or Incident Commander may authorize another officer to operate the vehicle.
- f. The MRAP will not be used as a primary police patrol vehicle.
- g. The MRAP will not be used in any police pursuit.

By Order Of:

Timothy B. Sheehan
Chief of Police