Homeland Security Investigations

Emergency Driving Handbook

HSI HB 26-04 / July 22, 2026

U.S. Immigration and Customs Enforcement

Foreword

The Emergency Driving Handbook provides a single source of policies, procedures, responsibilities, guidelines, and controls to be followed by U.S. Immigration and Customs Enforcement (ICE), Homeland Security Investigations (HSI) Special Agents and other authorized HSI law enforcement officers when engaging in emergency driving while enforcing laws within the scope of their authority. This Handbook contains instructions and guidance to help ensure uniformity and operational consistency among all HSI field offices. Oversight over the Emergency Driving Program resides with the Unit Chief, Special Activities Unit.

This Handbook supersedes HSI HB 12-02 by the same title, dated May 10, 2012.

The Emergency Driving Handbook is an internal policy of HSI. It is not intended to, does not, and may not be relied upon to create any right or benefit, substantive or procedural, enforceable at law by any party in any administrative, civil, or criminal matter, nor are any limitations hereby placed on otherwise lawful enforcement prerogatives of ICE. This Handbook is For Official Use Only (FOUO) – Law Enforcement Sensitive. It is to be controlled, stored, handled, transmitted, distributed, and disposed of in accordance with the Department of Homeland Security Directive on Safeguarding Sensitive but Unclassified (For Official Use Only) Information, and the ICE Directive on Safeguarding Law Enforcement Sensitive Information. This information shall not be distributed beyond the original addresses without prior authorization of the originator. If disclosure of this Handbook or any portion of it is demanded in any judicial or administrative proceeding, the HSI Information Disclosure Unit, as well as the ICE Office of the Principal Legal Advisor and/or the appropriate U.S. Attorney's Office, are to be consulted so that measures can be taken to invoke privileges against disclosure. This Handbook contains information which may be exempt from disclosure to the public under the Freedom of Information Act, Title 5, United States Code, Section 552(b), and protected from disclosure in civil discovery. Any further request for disclosure of this Handbook or information contained herein should be referred to the HSI Information Disclosure Unit.

All suggested changes or updates to this Handbook should be submitted to the Special Activities Unit.

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EMERGENCY DRIVING HANDBOOK

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EMERGENCY DRIVING HANDBOOK

Chapter 1. PURPOSE AND SCOPE

The Emergency Driving Handbook provides policy and procedures for U.S. Immigration and Customs Enforcement (ICE), Homeland Security Investigations (HSI) Special Agents (SAs) and other authorized HSI law enforcement officers (LEOs)[1] engaged in emergency driving while performing law enforcement functions within the scope of their authority. This Handbook will assist LEOs in deciding when to engage in, continue, or terminate emergency driving while minimizing the possibility of damage to government property or private property and injury or death to themselves or others.

Chapter 2. DEFINITIONS

The following definitions are provided for the purposes of this Handbook:

2.1 Boxing In

A coordinated maneuver where multiple LEO vehicles surround a suspect's vehicle on all sides (front, rear, and sides), effectively trapping it and preventing it from moving in any direction.

2.2 Deadly Force

Intended to have the same meaning and subject to the same requirements mandated by ICE Directive 19009.3, Firearms and Use of Force, dated May 26, 2023, or as updated, and its accompanying Firearms and Use of Force Handbook, and by the Department of Homeland Security (DHS) Policy Statement 044-05 (Revision 01), Update to the Department Policy on the Use of Force, dated February 6, 2023, or as updated. Specifically, deadly force is the use of any force (including, potentially, force from a motor vehicle) that is likely to cause death or serious bodily injury. Examples of deadly force include, but are not limited to, any discharge of firearms against persons or animals, any use of impact weapons to strike the neck or head, any strangulation techniques, any strikes to the throat, and the use of any edged weapons. Deadly force does not include force that is not likely to cause death or serious bodily injury but that unexpectedly results in such death or injury.

[1] Any references to "LEOs" in this Handbook should be understood to include all HSI law enforcement personnel. This includes HSI SAs, Technical Enforcement Officers, Tactical Communications Officers, Seized Property Specialists, ICE Tactical Officers (Shadow Wolves), and cross-designated Task Force Officers acting pursuant to HSI authority.

2.3 Emergency Driving

Vehicle operations in the discharge of official duties that may exceed posted speed limits or violate other traffic laws. Emergency driving includes emergency response driving to or during law enforcement operations and activities, including periods of surveillance, low-risk pursuits, and high-risk pursuits.

2.4 Emergency Response Driving

A specific type of emergency driving in which LEOs respond to an event that may adversely impact or threaten life, health, or property or requires an immediate law enforcement response.

2.5 Government Vehicle

A U.S. Government-owned, -rented, or -leased vehicle or any other official government law enforcement vehicle operated by a LEO and used for the purpose of law enforcement activities, including, but not limited to, the pursuit of motorists or occupants of a vehicle engaged or potentially engaged in unlawful activities.

2.6 High-Risk Vehicle Pursuit

A pursuit by a LEO of a suspect vehicle that refuses to stop as directed and attempts to flee by using excessive or dangerous speed or by committing other hazardous moving violations.

2.7 Low-Risk Vehicle Pursuit

A pursuit by a LEO of a suspect vehicle that refuses to stop as directed and attempts to flee without using excessive or dangerous speeds and without committing other hazardous moving violations.

2.8 National Law Enforcement Communications Center

The U.S. Customs and Border Protection (CBP) National Law Enforcement Communications Center (NLECC) operates the national radio telecommunication network used by HSI LEOs and provides tactical and other communications services to LEOs from CBP, HSI, and many other federal law enforcement agencies (LEAs). NLECC is staffed for a 24-hour operation and may be reached by radio or by telephone at 1-800-XSECTOR (1-800-973-2867).

2.9 Pinning

A low-speed tactic where LEOs use their vehicle to immobilize a suspect's vehicle, usually by positioning one or more LEO vehicles against the suspect's vehicle to block its movement and typically using fixed barriers like walls or another vehicle to enhance the restriction.

2.10 Precision Immobilization Technique Pitting Maneuver

The Precision Immobilization Technique (PIT) Pitting Maneuver is a maneuver used to force a fleeing vehicle to abruptly turn sideways, causing the driver to lose control and stop. The pursuing vehicle typically makes contact with the rear quarter panel of the suspect's vehicle with the front of the pursuing vehicle's car, causing the suspect's vehicle to spin and come to a stop.

2.11 Pursuit

Occurs when a LEO attempts to stop a motorist or occupant(s) of a vehicle and the motorist fails to comply with instructions and eludes the LEO by maintaining speed, increasing speed, taking other evasive action, or not conforming to posted or unposted rules of the road as determined by a county, municipality, state, etc.

2.12 Serious Bodily Injury

An injury which involves a substantial risk of death; extreme physical pain; protracted and obvious disfigurement; or protracted loss or impairment of the functions of a bodily member, organ, or mental faculty.

2.13 Tire Deflation Devices

Devices, such as road spikes or stop sticks, designed to be placed directly in the path of a suspect vehicle to deflate its tires in a controlled manner.

Chapter 3. AUTHORITIES/REFERENCES

3.1 Authorities

A. Title 8, United States Code (U.S.C.), Section 1357, Powers of immigration officers and employees.

B. 18 U.S.C. § 111(a)(1), Assaulting, resisting, or impeding certain officers or employees.

C. 19 U.S.C. § 1589a, Enforcement Authority of Customs Officers.

D. Title 8, Code of Federal Regulations, Section 287.8(e), Vehicular pursuit.

3.2 References

A. DHS Policy Statement 044-05 (Revision 01), Update to the Department Policy on the Use of Force, dated February 6, 2023, or as updated.

B. DHS Directive 121-02, Emergency Signaling Devices in Department of Homeland Security Vehicles, dated October 29, 2019, or as updated.

C. ICE Directive 19009.3, Firearms and Use of Force, dated May 26, 2023, or as updated, and accompanying Firearms and Use of Force Handbook.

D. ICE Directive 1022.1 (former number: 1-15.0), Table of Offenses and Penalties, dated December 8, 2006, or as updated, and accompanying ICE Guidance to Offenses and Penalties – Guidelines and Instructions on Use of the Table of Offenses and Penalties.

E. HSI Guide 21-01, Significant Event Notification Reporting Guide, dated August 3, 2021, or as updated.

Chapter 4. RESPONSIBILITIES

4.1 Executive Associate Director, Homeland Security Investigations

The Executive Associate Director of HSI has the overall responsibility for the oversight and implementation of the policies and procedures set forth in this Handbook.

4.2 Special Agents in Charge

Special Agents in Charge (SACs) are responsible for implementing the policies and procedures set forth in this Handbook within their respective areas of responsibility (AORs). SACs are also responsible for:

A. Ensuring that all HSI LEOs within their respective AORs receive a copy of this Handbook and acknowledge in writing that they received, read, and understood this Handbook (*see* Appendix A);

B. To the maximum extent possible, and in consultation with the Office of the Principal Legal Advisor, providing to all HSI LEOs within their AOR information regarding the relevant state and local laws regulating the use of emergency vehicles;

C. Ensuring that all vehicles equipped with emergency equipment are properly maintained, inspected, and in working order; and

D. Complying with the reporting requirements described in Chapter 8 of this Handbook.

4.3 Supervisor

The highest ranking HSI LEO, supervisor, or manager on the scene of an emergency driving situation is responsible for asserting and maintaining control over the emergency driving.

Supervisors or managers have the authority to order the continuation or termination of emergency driving. In an emergency driving situation, supervisors shall do all of the following:

A. Coordinate all vehicles involved in the vehicle pursuit;

B. Order a secondary or "back-up" vehicle, if one is available;

C. Order vehicles in and out of a pursuit, as necessary; and

D. Make a determination as to whether or not a pursuit should be terminated when the emergency driving poses an unreasonable danger to LEOs, the public, and/or the suspect.

4.4 Law Enforcement Officers

LEOs are responsible for complying with the provisions of this Handbook. More specifically, LEOs are responsible for:

A. Deciding to initiate, continue, or terminate emergency driving and for requesting assistance from other LEAs, as needed. In making such decisions, LEOs and their supervisors must consider the totality of relevant factors identified in this Handbook.

B. Taking objectively reasonable precautions to protect the public when involved in emergency driving, including terminating such activities when the risk of harm to themselves, the general public, or the suspect outweighs law enforcement interests.

C. Proceeding through a steady red signal, a flashing red signal, or a stop sign only after slowing to an appropriate speed as is necessary to safely clear the intersection or area for safe operation.

D. Ensuring that they do not endanger life or property when exceeding the maximum posted speed limit.

E. Understanding that there is no blanket immunity for damages arising from emergency driving and that emergency driving must be used only when the appropriate need arises in the discharge of official duties. Failure to drive with due regard for the safety of all persons while engaged in emergency driving may result in adverse personnel action as well as possible legal liability for ICE, HSI, and/or the LEOs.

F. Reviewing individual state statutory requirements for use of emergency equipment such as beacons, strobe lights, sirens, and any other mandates regarding proper law enforcement emergency driving as provided by their SAC and complying with these requirements when practicable in the discharge of official duties.

G. Using emergency lights, or both emergency lights and sirens if the vehicle is equipped with both, when engaged in emergency driving or when committing hazardous moving violations or when otherwise appropriate under the circumstances, excluding periods of surveillance or clandestine operational needs as prescribed in Section 6.1 of this Handbook. LEOs are also responsible for using emergency signaling devices only when appropriate and necessary. The use of emergency signaling devices in an improper or illegal manner constitutes improper use of a government vehicle (as set forth in DHS Directive 121-02, Emergency Signaling Devices in Department of Homeland Security Vehicles, dated October 29, 2019, or as updated) and may result in disciplinary action in accordance with ICE Directive 1022.1 (former number: 1-15.0), Table of Offenses and Penalties, dated December 8, 2006, or as updated, and accompanying ICE Guidance to Offenses and Penalties – Guidelines and Instructions on Use of the Table of Offenses and Penalties. LEOs should be aware that the use of emergency lights and sirens requests, but does not guarantee, the right of way and, as such, LEOs must drive with due regard for the safety of all persons and must maintain awareness of other motorists and pedestrians.

Chapter 5. EMERGENCY DRIVING CONSIDERATIONS

5.1 Overriding Consideration of Public Safety

LEOs must consider and evaluate critical safety issues posed by emergency driving, including the potential risk of death or serious bodily injury to themselves, the general public, and the suspect, and should engage in emergency driving only when they determine that the seriousness of the emergency or the severity of the suspected offense outweighs the risk of death or serious bodily injury associated with such driving. When engaged in emergency driving, LEOs must make every effort to minimize the possibility of death or serious bodily injury and continue to evaluate the changing conditions that could dictate the termination of such driving due to safety concerns.

5.2 General Considerations

Government vehicles (defined in Section 2.5) may be used for emergency driving only when operated within the safe limits of their respective mechanical capabilities. Using a non-government vehicle to conduct emergency driving is prohibited in all but the most extraordinary, life-threatening circumstances requiring an immediate law enforcement response. Likewise, vehicles that are not equipped with emergency lights and sirens may not be used by LEOs to engage in emergency driving, unless the LEOs are conducting surveillance or responding to an event that may adversely impact or threaten life, health, or property or requires an immediate law enforcement response.

With the exception of surveillance activities, if LEOs are engaged in an emergency driving situation in a vehicle not equipped with emergency lights and sirens, they must terminate their participation if another LEO or an officer from another LEA, driving a vehicle equipped with

emergency lights and sirens, can take over the emergency driving situation. The LEO in the vehicle not equipped with emergency lights and sirens may continue to assist in a backup role, if necessary. Before engaging in and during any emergency driving, LEOs must consider all of the following:

A. The seriousness of the emergency or severity of the suspected offense, including the threat of imminent danger to the public or to the LEOs involved in the enforcement action, and whether the response or pursuit will outweigh the danger.

B. The condition and performance capabilities of the government vehicle(s).

C. The condition and performance capabilities of the suspect vehicle(s), if known.

D. The roadway conditions and other relevant factors, including the location of the roadway (e.g., rural or urban, commercial or residential), traffic conditions and volume (both vehicular and pedestrian), weather conditions, familiarity with the roadway, topography of the roadway (e.g., hilly or flat, curved or straight), and time of day.

E. Their own training, experience, and capabilities.

F. The availability and proximity of other LEOs or officers from another LEA authorized to respond, as well as the availability of air support or air surveillance.

G. The availability of communications (e.g., radio or cellular phone).

H. Whether the suspect's identity is known and whether the suspect could be apprehended through means other than apprehension via a vehicular pursuit.

I. Any other condition that would adversely affect the ability of the LEO to safely conduct the vehicular pursuit.

5.3 Prohibited Practices

The following practices are prohibited when conducting emergency driving:

A. Pursuing a suspect vehicle without emergency equipment activated, particularly while using excessive or dangerous speeds or committing hazardous moving violations, unless LEOs believe that an imminent threat of death or serious bodily injury exists to themselves or others.

B. Ramming or using the PIT ("pitting") maneuver in an attempt to force the pursued vehicle to stop, unless deadly force is justified under the provisions of ICE Directive 19009.3, Firearms and Use of Force, dated May 26, 2023, or as updated, and its accompanying Firearms and Use of Force Handbook. This prohibition does not

preclude pinning of a vehicle or low speed deliberate contact with the vehicle in order to prevent further movement.

C. Boxing-in, except at low speeds, after giving consideration to the factors outlined in Section 5.2 or in response to an imminent threat of death or serious bodily injury to the LEOs or others.

D. Transporting suspects, prisoners, detainees, or civilians in a vehicle while engaged in a pursuit.

E. Discharging a firearm at or from a moving vehicle, unless use of deadly force is justified.

F. Using a non-government vehicle to conduct emergency driving, except in the most extraordinary of circumstances requiring an immediate law enforcement response.

Chapter 6. CATEGORIES OF EMERGENCY DRIVING AND THEIR CONDUCT

6.1 Emergency Driving During Surveillance

Subjects of moving surveillance often exceed posted speed limits or violate other traffic laws. In order to maintain visual contact with the subject and the covertness of the surveillance, LEOs must sometimes respond in kind by exceeding posted speed limits or committing minor traffic violations. While this is recognized as a practical reality of effective law enforcement operations, the safety of the public and the LEOs involved in the surveillance should remain the paramount concern. LEOs should only exceed posted speed limits if the driver does not endanger life or property, keep traffic violations during surveillance operations to a minimum and, even if committing violations, make every effort to conform to the general flow of traffic. This may be accomplished, in part, by ensuring that the surveillance operation is manned by an adequate number of LEO vehicles to maintain coverage without excessive violation of traffic laws, including air support when available and practical. In addition, LEOs engaging in emergency driving during surveillance should do the following:

A. Before engaging in emergency driving during surveillance, LEOs must consider the factors enumerated in Chapter 5.

B. LEOs must terminate emergency driving during surveillance at any time when the emergency driving poses an unreasonable danger to themselves, the public, and/or the suspect, or when directed by a Group Supervisor or designee to do so.

6.2 Emergency Response Driving

When faced with an event that may adversely impact or threaten life, health, or property or that requires an immediate law enforcement response, LEOs may engage in emergency response

driving. The following procedures must be followed before and during emergency response driving:

A. Before engaging in emergency response driving, LEOs must consider the factors enumerated in Chapter 5 of this Handbook.

B. Once engaged in emergency response driving, LEOs must, as soon as it is safe to do so, notify the LEO's supervisor, either personally or through NLECC or another regional emergency services dispatch center, that emergency response driving has been initiated. LEOs may also notify any of the above if additional assistance is needed.

C. LEOs must terminate emergency response driving as soon as the danger to themselves or the public outweighs the seriousness of the emergency, when directed by a Group Supervisor or designee to do so, or upon receiving notification that the underlying emergency situation no longer exists.

6.3 Vehicle Pursuits

If a LEO attempts to stop a suspect vehicle and that vehicle refuses to stop as directed and attempts to flee, the LEO may choose to pursue the vehicle. Unless otherwise directed by a supervisor, the decision to initiate, continue, or discontinue a pursuit is at the discretion of the LEO. When possible or necessary, state or local marked law enforcement vehicles that are available and willing to assist should be allowed to take the lead in either a low-risk or a high-risk pursuit.

6.3.1 Low-Risk Vehicle Pursuits

LEOs initiating or engaging in a low-risk vehicle pursuit must do all of the following:

A. Consider the factors enumerated in Chapter 5 of this Handbook, decide if the severity of the offense outweighs the danger to themselves, the public, and the suspect created by the vehicle pursuit, and decide if the vehicle pursuit can be conducted with due regard for the safety of all persons and within safe and reasonable speeds.

B. Activate the pursuit vehicle's visual and audible signals (consistent with the state's requirements, if possible) in order to warn other persons that an emergency law enforcement activity is in progress.

C. Upon determining that it is safe to do so, ensure that a description of the fleeing vehicle, including license plate number if available; location, speed, and direction of the pursued vehicle; reason for the pursuit; identity or description of the driver and other occupants; and any information concerning firearms, weapons, threats, use of force, or other hazards is communicated to the other LEOs involved in the pursuit.

D. As soon as LEOs determine that it is safe to do so, notify their supervisor, either personally or through NLECC or another regional emergency services dispatch center, that a pursuit is in progress.

E. If receiving the assistance of the NLECC or another regional emergency services dispatch center, provide them with updates on all pertinent information and events during the pursuit.

F. If receiving the assistance of air assets, distance themselves from the suspect in order to reduce the risk of personal injury or property damage to themselves or the public, bearing in mind that at least one vehicle should be left in position to resume the ground-based pursuit should the air unit need to disengage for any reason (i.e., aviation traffic patterns, weather, refueling, etc.).

G. When the pursuit ends, prepare a memorandum that provides the specifics of the vehicle pursuit, including all identifying information and a narrative describing the pursuit, and submit it to their first-line supervisor or to the LEO managing the incident within the timeframes set forth in Section 8.2 of this Handbook.

6.3.2 High-Risk Vehicle Pursuits

A vehicle stop or a low-risk vehicle pursuit may develop into a high-risk vehicle pursuit. As the event escalates, the circumstances surrounding the event must be reevaluated to ensure compliance with the provisions of this Handbook. The need for initiating and continuing a high-risk vehicle pursuit must always outweigh the danger it poses to the LEOs, the public, and the suspect. Factors that enhance the need to initiate or continue a pursuit include:

A. The seriousness of the offense for which LEOs seek to stop a suspect;

B. The danger to the community should the suspect remain at large;

C. Whether the driver or other occupants of the pursued vehicle have committed or are suspected of having committed violent acts; and

D. Whether there is reason to believe that the driver or other occupants might commit a violent act if they are allowed to escape apprehension.

In addition, LEOs initiating a high-risk vehicle pursuit must follow all the steps relating to a low-risk vehicle pursuit, as outlined in Section 6.3.1.

6.3.3 Secondary Units

The secondary, or “back-up,” vehicle is the closest available LEO and will assist in a pursuit as requested by the initiating unit, the supervisor, or by self-initiation, by doing all of the following:

A. Advising the initiating unit or the supervisor when he or she is in position.

B. Assuming the initiating unit's responsibility for radio communications during the remainder of the pursuit after advising all responding units over the radio of taking such action.

C. Reporting any potential hazards.

6.3.4 Tire Deflation Devices

LEOs must exercise caution at all times when using tire deflation devices and practice all applicable safety techniques taught in the tire deflation device training. LEOs must exercise reasonable care in deploying tire deflation devices so as to avoid or minimize risks to innocent persons from their deployment.

Only tire deflation devices approved by the HSI Special Activities Unit will be utilized in conjunction with, or as an alternative to, low-risk or high-risk vehicle pursuits. Additionally, only LEOs who have completed appropriate tire deflation device training as approved by the Office of Firearms and Tactical Programs may deploy such devices.

Tire deflation devices may be deployed only to stop automobiles, trucks, and aircraft (when they are taxiing before take-off or after landing). This includes the deployment of tire deflation devices on stationary vehicles where LEOs can articulate the potential threat posed if the vehicle should start to move. They may not be used to stop motorcycles, three-wheeled vehicles, mopeds, or other similar vehicles, unless the use of deadly force is justified.

If used during a pursuit, LEOs should provide as much advanced notice as possible to personnel involved in the pursuit of the intent to deploy tire deflation devices. LEOs must immediately notify all personnel participating in the pursuit when they deploy tire deflation devices so that drivers of all pursuing vehicles are aware of the deployment and location of a tire deflation device. LEOs deploying tire deflation devices must exercise appropriate caution, including distancing themselves or using cover, to ensure that the deploying LEOs are far enough from the roadway to avoid being struck by suspect or LEO vehicles attempting to avoid the devices.

LEOs who have deployed tire deflation devices will remove them from the roadways as soon as it is safe to do so after their use to prevent pursuing vehicles or other vehicles from striking them. LEOs will ensure that the roadway is cleared of any resulting debris or loose spikes. Effort should be taken to secure the area where the devices have been deployed in order to minimize the possibility of injury to the public until the roadway can be cleared safely.

If the immediate removal of tire deflation devices is not feasible, the LEOs who deployed them will ensure that the devices are removed as soon as reasonably possible.

6.3.5 Boxing In

LEOs may use a box-in maneuver to prevent the escape of, or to safely contain, a suspect vehicle during an enforcement action, provided that the maneuver is conducted at low speeds and in accordance with the factors outlined in Section 5.2 of this Handbook. Boxing-in is a coordinated maneuver where multiple LEO vehicles surround a suspect's vehicle on all sides (front, rear, and sides), effectively trapping it and preventing it from moving in any direction. HSI LEOs shall seek supervisory approval and coordinate with other involved LEOs prior to conducting the maneuver; such approval may be granted at the outset of an operation. A box-in maneuver may be conducted by HSI LEOs only during an HSI-led operation, except when necessary to address an imminent threat of death or serious bodily injury to LEOs or others. Any box-in maneuver resulting in vehicle contact, injury, property damage, or a reportable use of force must be documented in accordance with HSI reporting requirements.

6.3.6 Pinning

In the interest of preventing the flight of a subject and, most importantly, stopping a subject vehicle from becoming a deadly force threat to LEOs or the public, LEOs may pin a subject vehicle in place utilizing government vehicles. Pinning is accomplished by making low-speed and controlled contact with the subject vehicle to prevent the subject vehicle from being able to freely move and is generally not considered a use of force. Contact is made by touching one vehicle to the other without striking or pushing the subject vehicle.

Vehicle pinning is best implemented when two or more government vehicles pin a subject vehicle from both the front and rear simultaneously or where one or more government vehicles are used to pin a subject vehicle against another immovable object.

Vehicle contact must be made while operating the government vehicle at a low speed and must not be attempted on subject vehicles in motion unless they are moving at extremely slow speed. If a pin is attempted on a subject vehicle that is anything other than stationary, the LEO must consider the additional risk doing so poses to the operator or occupants of the subject vehicle as well as to the involved LEOs.

Chapter 7. TERMINATION OF EMERGENCY DRIVING

7.1 Conditions Requiring Termination

Emergency driving shall be immediately terminated when any of the following conditions exist:

A. The danger posed by the emergency driving to the public, the suspect, or the LEOs outweighs the necessity of continuing the emergency driving.

B. The LEOs or their supervisors determine that the circumstances that led to the initiation and continuation of the emergency driving have changed to the degree that the emergency driving must be terminated.

C. The first-level or higher-level supervisor in the initiating LEO's chain of command, or the highest ranking HSI LEO, supervisor, or manager on the scene of an emergency driving situation, directs the termination.

D. A pedestrian, motorist, or other bystander is, or appears to have been, injured during the emergency driving and there are no other LEOs or medical personnel available to render assistance.

E. During a pursuit, another LEA has assumed the primary and secondary or "back-up" vehicle responsibility. However, LEOs will remain available to provide assistance until the vehicle pursuit is terminated or HSI assistance is no longer required.

F. LEOs are advised of any unanticipated condition, event, or circumstance that substantially increases the risk to officer or public safety inherent in the emergency driving, such that the LEOs can no longer reasonably contend that the need for the emergency driving outweighs the risk it poses.

7.2 Termination Process

If emergency driving is terminated, LEOs involved in the emergency driving shall do all of the following:

A. Immediately disengage from the emergency driving by deactivating the vehicle's emergency equipment.

B. In the case of a vehicle pursuit, provide the suspect vehicle's last known location and direction of travel to the appropriate personnel, including all parties involved in the pursuit.

C. In the case of a vehicle pursuit, discontinue pursuit of the suspect vehicle and take no further immediate law enforcement action with respect to it, or discontinue the vehicle pursuit and engage in emergency response driving, as appropriate.

Chapter 8. EMERGENCY DRIVING REPORTING

8.1 Incidents Requiring Reporting

The following emergency driving-related activities must be reported according to the procedures in Section 8.2:

A. A high-risk vehicle pursuit as defined in this Handbook.

B. Any emergency driving activity that results in property damage or personal injury.

C. Any deployment of a tire deflation device (with the exception of deployments during training exercises).

8.2 Reporting Procedures

If reporting is required, LEOs and supervisors must, after the conclusion of the emergency driving situation, do the following:

A. The supervisor or highest-ranking HSI LEO who managed the emergency driving situation will ensure that the LEO who initiated the emergency driving situation notifies his or her supervisor and prepares a written report for the supervisor describing the circumstances of the emergency driving situation. (Note: If the emergency driving resulted in serious bodily injury (*see* Section 2.12) or death, the LEO's supervisor, rather than the employee, may prepare the written report based on all available information.) After 72 hours, the LEO who initiated the emergency must submit a full written report. If the LEO is incapacitated, the LEO's supervisor must submit a full written report.

B. The initiating LEO's supervisor shall immediately report the situation to the SAC, through the appropriate chain of command.

C. If the emergency driving situation resulted in property damage, personal injury, or death, the initiating LEO's supervisor shall report the situation as directed by the Firearms and Use of Force Handbook in Chapter 4 (titled "Use of Force Reporting Requirements," dated September 15, 2025, or as updated), including reporting to the ICE Joint Intelligence Operations Center (JIOC). The supervisor must also ensure that local law enforcement authorities are notified of incidents involving property damage, bodily injury, or death.

D. If the emergency driving situation resulted in property damage, personal injury, death, or possible employee misconduct, the initiating LEO's supervisor must also report the situation to the ICE Office of Professional Responsibility (OPR).

E. The verbal reports shall be followed by written reports. Supervisors shall ensure that written reports of the event are sent to the SAC and, if appropriate, to OPR within 5 business days. If requested, supervisors shall also provide copies of the written reports, within 5 business days, to the specified level of HSI management at Headquarters, via the appropriate Operations Manager in HSI Domestic Operations.

8.3 Format and Content of Emergency Driving Reports

The content of emergency driving reports should be as follows:

A. The initial report made to the supervisor by the initiating LEO, and the initial report from the supervisor to the SAC and, if appropriate, to OPR, may be verbal or written. If the emergency driving situation resulted in serious bodily injury (*see* Section 2.12) or death, the supervisor must notify OPR immediately at 1-833-4ICEOPR (833-442-3677).

B. The JIOC notification shall be made through the ICE Significant Event Notification (SEN) system, following ICE guidelines for the preparation of a Significant Incident Report. If the emergency driving situation resulted in serious bodily injury (*see* Section 2.12) or death, the supervisor must also notify the JIOC immediately at (b) (7)(E) or (b) (7)(E) dhs.gov, in addition to preparing a SEN report.

C. The written report(s) of the emergency driving event shall be in the form of a memorandum. The memorandum or memoranda must include, at a minimum, the following information:

   1) the names of the participating officers and agencies;

   2) the date and time the emergency driving activity began and ended;

   3) where it occurred;

   4) the weather, road speeds, and other relevant background conditions;

   5) the purpose of the emergency driving activity;

   6) the circumstances that caused it to end, including any tactics or techniques utilized to stop a pursuit, such as the deployment of tire deflation devices, or other use of force techniques; and

   7) information concerning any property damage or personal injury that occurred.

D. In any incident where a government vehicle was involved in an accident or otherwise damaged, the ICE fleet management procedures for reporting a vehicle accident or damage will be followed.

Appendix A

Sample Memorandum for Law Enforcement Officer's Acknowledgement of Receipt of the HSI Emergency Driving Handbook

[Sample Memorandum for Law Enforcement Officer's Acknowledgement of Receipt of the HSI Emergency Driving Handbook]

MEMORANDUM TO BE FILED WITH THE EMPLOYEE'S PERSONNEL RECORDS

SUBJECT: Acknowledgement of Receipt of HSI HB 26-04, "Emergency Driving Handbook"

I, the undersigned, hereby acknowledge that I have received a copy of Homeland Security Investigations (HSI) Handbook (HB), "Emergency Driving Handbook" (HSI HB 26-04), dated July 22, 2026, that I have read this Handbook, and that I understand its contents.

Signed: _____

Printed Name: _____

Date of Signature: _____

Appendix B

ACRONYMS

AOR	Area of Responsibility
CBP	U.S. Customs and Border Protection
DHS	Department of Homeland Security
FOUO	For Official Use Only
HB	Handbook
HSI	Homeland Security Investigations
ICE	U.S. Immigration and Customs Enforcement
JIOC	Joint Intelligence Operations Center
LEA	Law Enforcement Agency
LEO	Law Enforcement Officer
NLECC	National Law Enforcement Communications Center
OPR	Office of Professional Responsibility
PIT	Precision Immobilization Technique
SA	Special Agent
SAC	Special Agent in Charge
SEN	Significant Event Notification
U.S.C.	United States Code