

2020 Resolutions

Adopted February 2021

TABLE OF CONTENTS

Support to Enhance Protection for Child Passengers in Motor Vehicles	3
Opposing Increases in Size and Weight of Large Trucks	5
Issuance of Digital License Plates	7
Support of Data-Driven Approaches to Crime and Traffic Safety (DDACTS 2.0).....	9
Support Quick Clearance of Roadway Incidents Using Traffic Incident Management Practices	10
Support for The National Move-Over Initiative.....	12
Support for Police Access to Federal Communications Commission, Network Outage Reporting System, and Disaster Information Reporting System.....	13
Support for Police Use of National Institute of Standards & Technology (NIST)-approved AES Encryption Standard(s) in Voice and Data Communications	15
Support for Community-Police Engagement.....	18
Create a Crime Prevention Program through Enhanced Crime Detection Strategies	20
Supporting the Use of Law Enforcement Event, Target, and Investigative Data Deconfliction in the United States.....	22
Combating Violent Crime through Steadfast Enforcement of Drug Trafficking Laws	24
Reaffirmation of Position on Marijuana in the United States	27
Enhancing Law Enforcement Capacity to Respond to Extreme Weather Events	31
Support for the ROADPOL Safety Days Initiative.....	33
Support for the Incorporation of Critical Considerations for Patrol Response to Missing Children Incidents	34
Support for Law Enforcement-Specific Public Information Officers	35
Body-Worn Camera Video Release	36
Continued Support for Special Olympics.....	37
Encouraging All Law Enforcement Professionals to Enforce Statutes Relating to the Fraudulent Purchase, Lease, and Rental of Motor Vehicles	38
Fentanyl and Officer Safety	40

Support to Enhance Protection for Child Passengers in Motor Vehicles

Submitted by: Division of State and Provincial Police, Division of State Association of Chiefs of Police, and Highway Safety Committee

HSC.01.20

WHEREAS, the International Association of Chiefs of Police (IACP) recognizes law enforcement leaders have an obligation to work together to enhance protection for child passengers in motor vehicles; and

WHEREAS, in the United States, in 2018, 636 children under the age of 13 were killed in traffic crashes, and 191 of those children were unrestrained at the time of the crash;¹ and

WHEREAS, child safety seats decrease the risk of a fatal injury by 71 percent among infants and 54 percent among young children;² and

WHEREAS, booster seats reduce the likelihood of serious injury by 45 percent among children ages four to eight, when compared to seat belts alone;³ and

WHEREAS, restraint use for children under eight was at 90.4 percent in 2018, down from 92.8 percent in 2017;⁴ and

WHEREAS, child restraint use in rear seats decreased to 91.3 percent in 2018 from 93.2 percent in 2017;⁵ and

WHEREAS, in 2017, children under five years of age were saved by car seats 325 times;⁶ therefore, be it

RESOLVED that any legislation introduced to enhance child safety in motor vehicles shall include the following definitions: “child restraint system”—any device, except Type I or Type II seat belts, designed for use in a motor vehicle to restrain, seat, or position children who weigh 80 pounds (36 kg) or less. To comply, a child restraint system in the United States must meet all applicable Federal Motor Vehicle

¹ Injury Facts, “[Child Restraint](#).”

² Injury Facts, “[Child Restraint](#).”

³ Centers for Disease Control and Prevention (CDC), “[Child Passenger Safety: Get the Facts](#),” October 2020.

⁴ Jacob Enriquez, [Occupant Restraint Use in 2018: Results from the NOPUS Controlled Intersection Study](#) (Washington, DC: National Highway Traffic Safety Administration [NHTSA], 2019).

⁵ Enriquez, [Occupant Restraint Use in 2018](#).

⁶ CDC, “[Child Passenger Safety](#),” December 2020. <https://www.cdc.gov/injury/features/child-passenger-safety/index.html>

Safety Standards including FMVSS 213, and “properly secured”—used in accordance with child restraint system manufacturer instructions, including manufacturer height and weight limits, proper attachment to the vehicle, correct securement of the child and expiry dates; and be it

FURTHER RESOLVED that the following best practice child restraint recommendations are consistent with the most current guidance from the American Academy of Pediatrics (AAP) and the National Highway Traffic Safety Administration (NHTSA):

- Infants and Toddlers: Infants and toddlers should ride in rear-facing car seats until they reach maximum rear-facing weight or height allowed by specific car seat instructions.
- Toddlers and Preschoolers: Children who exceed the rear-facing weight or height limit for their convertible car seats should ride in forward-facing car seats with internal harnesses until they reach maximum forward-facing weight or height allowed by specific car seat instructions.
- School-Age Children: Children who exceed the forward-facing weight or height limit for their forward-facing car seats with harnesses should ride in belt-positioning boosters until the vehicle seat belts alone fit correctly.
- Older Children: Children who are mature enough and large enough for the vehicle seat belts alone to fit correctly should always ride with seat belts across lap and shoulder. Vehicle seat belts fit correctly when a child is sitting all the way back against the vehicle seat back with the child’s knees bending over the vehicle seat edge, the lap belt is fitted snugly across the child's thighs and lower hips and not on the abdomen, and the shoulder strap snugly crosses the center of the child's chest between the neck and top of the shoulder.
- Seating Position: All children under age 13 should ride in the rear vehicle seat.

Opposing Increases in Size and Weight of Large Trucks

Submitted by: Highway Safety Committee

HSC.02.20

WHEREAS, the International Association of Chiefs of Police (IACP) is concerned with the safety of motorists on U.S. highways and the reliability of the U.S. infrastructure; and

WHEREAS, in 2018, there were 4,951 people killed in traffic crashes involving large trucks;⁷ and

WHEREAS, in 2018, large trucks were 19 percent more likely to be involved in fatal multiple-vehicle crashes as opposed to fatal single-vehicle crashes, than were passenger cars;⁸ and

WHEREAS, in 2018, over 20 percent of all large-truck drivers involved in fatal crashes had at least one prior speeding conviction;⁹ and

WHEREAS, between 2009 and 2017, the number of fatal crashes involving large trucks increased by 42 percent;¹⁰ and

WHEREAS, in 2018, only 4 percent of registered vehicles in the United States were large trucks or buses, yet they accounted for 9 percent of vehicles involved in traffic fatalities;¹¹ and

WHEREAS, in 2017, 30 percent of fatal crashes in work zones involved a large truck;¹² and

WHEREAS, in FY 2019, 3,353,356 truck inspections were performed nationwide, resulting in 1,942,204 violations and resulting in 935,391 “Out of Service” violations;¹³ and

WHEREAS, an increase in truck size and weight would place an increased burden on an already short-staffed number of trained commercial vehicle enforcement officers; and

⁷ NHTSA, “[Large Trucks](#),” *Traffic Safety Facts*, March 2020.

⁸ NHTSA, “[Large Trucks](#).”

⁹ NHTSA, “[Large Trucks](#).”

¹⁰ U.S. Department of Transportation (DOT), [National Freight Strategic Plan](#) (Washington, DC: U.S. DOT, 2020).

¹¹ NHTSA, “[Large Trucks](#).”

¹² U.S. DOT, Federal Motor Carrier Safety Administration (FMCSA), “[2018 CMV Traffic Safety Fact Sheet](#),” August 2019.

¹³ U.S. DOT, FMCSA, “[Roadside Inspections](#),” November 2020.

WHEREAS, more than 41 percent of bridges are more than 50 years old¹⁴ and, as of 2019, 7.5 percent of the bridges nationwide are rated as poor;¹⁵ and

WHEREAS, heavier trucks would deteriorate infrastructure more rapidly, would overtax the suspension and braking systems, impact steering and control, and increase injury severity due to increased kinetic energy in crashes; therefore, be it

RESOLVED, that the IACP opposes any increase in the size and weight limits of large trucks on U.S. highways.

¹⁴ U.S. DOT, Federal Highway Administration (FHWA), "[Bridge Condition by Year Built](#)," 2019.

¹⁵ U.S. DOT, FHWA, "[Bridge Condition by Highway System 2019](#)."

Issuance of Digital License Plates

Submitted by: Highway Safety Committee

HSC.03.20

WHEREAS, license plates serve one common purpose; to identify motor vehicles; and

WHEREAS, while the International Association of Chiefs of Police (IACP) is generally supportive of technology advancements, the IACP does not support the issuance of digital license plates without the following provisions being addressed and will continue to monitor progress related to these provisions prior to taking a definitive position of support or opposition:

- The issuing authority has tested and proven the digital license plate to be reliably readable by license plate readers used by law enforcement, tolling, automated enforcement, and parking enforcement entities;
- The alphanumeric characters constituting the official license plate number be displayed whenever a vehicle, in motion, stationary, or unoccupied, is located in an area where the jurisdiction's vehicle control code is enforceable;
- The adoption of a digital license plate is not be used as a precursor to remove the requirement of a front plate in those jurisdictions that currently require a front license plate;
- The digital license plate meets the design requirements outlined in a nationally recognized standard such as the License Plate Standard, Edition 2, in the United States published in 2020 by the American Association of Motor Vehicle Administrators (AAMVA), including, but not limited to, minimum visibility from a given distance equivalent to no less than 75 feet;
- Investigators have sufficient access to a digital license plate device in order to ensure that they can adequately assess whether it has been damaged, hacked, or altered in any way; and conduct any necessary forensic investigations.

WHEREAS, the aforementioned requirements are paramount for fast and reliable identification of vehicles by law enforcement officers, other enforcement entities; and

WHEREAS, an effort to repeal the requirement for front license plates are sometimes made in response to budgetary or other non-safety-centric considerations; and

WHEREAS, if such efforts are successful, they would have a serious and negative effect on the ability of law enforcement officers to effectively identify vehicles or to initiate reasonable suspicion vehicle stops; therefore, be it

RESOLVED, that the IACP recognizes that the efficient and reliable identification of vehicles is a critical element of national, state, and local safety and security and supports the issuance of front and rear license plates with clearly identifiable registration numbers and the jurisdiction of registration; and, be it

FURTHER RESOLVED, that, while it is recognized that digital license plates can offer many public and highway safety benefits, those benefits cannot be maximized unless the aforementioned functional requirements are fully met.

Support of Data-Driven Approaches to Crime and Traffic Safety (DDACTS 2.0)

Submitted by: Highway Safety Committee

HSC.04.20

WHEREAS, resources allocated for law enforcement activities are frequently insufficient to keep pace with the demands placed on agencies to respond to calls for service and threats to public safety; and

WHEREAS, decreasing social harm and improving the quality of life for communities continue to be primary missions of law enforcement agencies; and

WHEREAS, the need for law enforcement executives to provide timely and accurate data to justify expenditures and deployment decisions will only increase as federal, state, and local officials, along with the public, continue to scrutinize the allocation and transparency of tax dollars; and

WHEREAS, a community-focused, location- and evidence-based law enforcement philosophy has emerged as an effective strategy for addressing current issues of social harm and concerns for public safety; and

WHEREAS, hundreds of agencies have successfully implemented the Data-Driven Approaches to Crime and Traffic Safety (DDACTS) model and experienced reductions in traffic crashes, crime, and other social harms with improved community trust; and

WHEREAS, DDACTS 2.0 is a law enforcement operational model integrating location-based crime and traffic crash data to establish effective and efficient methods of deploying law enforcement and other resources and using analytical mapping to identify areas that have high incidences of crime and crashes; therefore be it

RESOLVED, that the International Association of Chiefs of Police (IACP) recommends that all law enforcement agencies adopt DDACTS 2.0 model.

Support Quick Clearance of Roadway Incidents Using Traffic Incident Management Practices

Submitted by: Highway Safety Committee

HSC.05.20

WHEREAS, law enforcement personnel are frequently first responders to traffic incidents and often act as scene commanders; and

WHEREAS, highway transportation incidents represent one of the leading causes of on-duty death and injury to first responders, including being struck by vehicles while working along the roadway or being exposed to unpredictable environmental factors; and

WHEREAS, most recent U.S. data indicate:

- 20,000 responders are injured at crash scenes every year¹⁶
- In 2019, 44 responders (18 LEOs) were killed¹⁷
- Traffic incidents account for 25 percent of all congestion on roadways¹⁸
- Almost 20 percent of all crashes are secondary to another incident;¹⁹

WHEREAS, traffic incidents often exacerbate traffic congestion and result in secondary vehicle crashes and increased danger to the public, and quick clearance of roadway incidents is important to preventing further incidents; and

WHEREAS, each law enforcement agency should decide upon the methodology to protect traffic incident scenes and clearance of those scenes without compromising the integrity of an investigation; and

WHEREAS, unplanned roadway events, staffing considerations, weather, terrain, and numerous other factors vary from incident to incident and make impractical typical applications, prescribed responses to, and mitigation of unplanned roadway incidents; and

WHEREAS, law enforcement agencies currently receive training in incident management, crash investigation, and roadway clearance; and

¹⁶ International Association of Chiefs of Police (IACP), [Un-Jamming Traffic: Driving Toward Safer, Quicker Clearance of Traffic Incidents](#) (Alexandria, VA: IACP, 2020).

¹⁷ Jack Sullivan, [2019 ERSI Struck by Vehicles Fatalities Report](#) (Harrisburg, PA: Cumberland Valley Volunteer Firemen's Association Emergency Responder Safety institute, 2019).

¹⁸ IACP, [Un-Jamming Traffic](#).

¹⁹ IACP, [Un-Jamming Traffic](#).

WHEREAS, "typical traffic incident management applications" are templates that may be adapted to myriad situations; therefore, be it

RESOLVED, that the International Association of Chiefs of Police (IACP) supports law enforcement agencies receiving training and using Traffic Incident Management (TIM) applications for unplanned traffic incidents; and be it

FURTHER RESOLVED, that the IACP supports and participates with the Federal Highway Administration as a part of the Traffic Incident Management Executive Leadership Group (TIM ELG); and be it

FURTHER RESOLVED, that the IACP supports law enforcement agencies exploring the use of typical traffic incident management applications for unplanned traffic incidents, but opposes their inclusion in policies such as the *Manual on Uniform Traffic Control Devices (MUTCD)* to prevent their being interpreted as standards rather than as guidelines; and be it

FURTHER RESOLVED, that the IACP encourages law enforcement agencies to commit sufficient resources to the planning and coordination process intended to aid in quick clearance strategies and TIM curriculum; and be it

FURTHER RESOLVED, that the IACP encourages law enforcement agencies to commit to the training goals, such as the one described by the U.S. Federal Highway Administration TIM program and provide sufficient resources to the planning and coordination process intended to aid in quick clearance strategies and traffic incident management.

Support for The National Move-Over Initiative

Submitted by: Highway Safety Committee

HSC.06.20

WHEREAS, the International Association of Chiefs of Police (IACP) is concerned with the safety of law enforcement officers, firefighters, EMS and emergency medical personnel, tow operators, utility workers, and other first responders as they perform their duties on roadways; and,

WHEREAS, according to the Federal Bureau of Investigation's Law Enforcement Officers Killed and Assaulted,²⁰ over the last 10 full calendar years, 81 law enforcement officers, 16 percent of all "United States officers inadvertently killed," were victims of struck-by-vehicle incidents, i.e., at the time of their deaths they were conducting traffic stops, roadblocks, directing traffic, assisting motorists, or were engaged in similar activities; and,

WHEREAS, 12²¹ of 45²² (27 percent) officers who died in vehicle incidents in 2019, were killed in vehicle struck-by incidents; and,

WHEREAS, in an effort to safeguard law enforcement officers, firefighters, EMS and emergency medical personnel, tow operators, utility workers, and other first responders whose duties require them to utilize the roadside, all 50 states have enacted Move Over legislation²³ that typically requires motorists to either change lanes or slow down when approaching a law enforcement or emergency services vehicle that is parked or stopped on the roadside; and,

WHEREAS, the effectiveness of this legislation in every state is compromised by motorists' being unaware of the existence of these statutes, as is demonstrated by a 2007 national poll sponsored by the National Safety Commission²⁴ found that 71 percent of U.S. residents had not heard of such legislation; therefore, be it

RESOLVED, that the IACP supports the increased enforcement and education of the motoring public on Move Over legislation.

²⁰ Federal Bureau of Investigation, [Law Enforcement Officers Killed and Assaulted](#).

²¹ Sullivan, [2019 ERSI Struck by Vehicles Fatalities Report](#).

²² Officer Down Memorial Page, "[Statistics](#)," 2019.

²³ NHTSA, "[Move Over. It's the Law](#)." (fact sheet).

²⁴ National Safety Commission, "[Move Over America](#)."

Support for Police Access to Federal Communications Commission, Network Outage Reporting System, and Disaster Information Reporting System

Submitted by: Communications and Technology Committee

Cosponsored by: Division of State and Provincial Police

CT.07.20

WHEREAS, commercial communications play an essential role in the delivery of law enforcement services; and

WHEREAS, the loss of these services directly impact critical communication systems such as enhanced 911 centers (E911) and public safety answering points (PSAP); and

WHEREAS, once a communications disruption is discovered, police play a critical role in directing recovery and restoral efforts, by assisting and directing commercial providers to locations to restore communication services; and

WHEREAS, the Federal Communications Commission (FCC) has created two systems for reporting commercial carrier outages and infrastructure damage; and

WHEREAS, in 2020, the FCC issued PS Docket No. 15-80 Proposing Rulemaking, which, if approved, would provide all states, through a statewide point of contact, direct access to FCC commercial carrier Network Outage Reporting System (NORS) and Disaster Information Reporting System (DIRS) information; and

WHEREAS, although all police agencies would benefit from direct access to FCC NORS and DIRS disruption information, the FCC has admittedly limited resources to handle these direct notifications; therefore, the FCC considers dissemination to a statewide agencies with an ability to determine who “needs to know” about such communications interruptions within each state and allows those individual state agencies to then share commercial carrier disruption information with appropriate state, and local public safety responding agencies with a “need to know” about such communications interruptions; and

WHEREAS, each state and territory has an established and federally recognized state fusion center that daily receives and disseminates sensitive law enforcement and other classifications of information on a “need to know” basis, using an established and recognized state and local distribution methodology for sensitive information; therefore, fusion centers provide a natural statewide point of contact for disseminating NORS and DIRS information to state and local public safety with a “need to know”; and

WHEREAS, all public safety would benefit from access to disruption and outages of any commercial carrier information within their respective jurisdictions reported to the FCC; thus, the FCC is encouraged to share information collected in their NORS and DIRS with state and local public safety through statewide fusion centers; therefore, be it

RESOLVED, that the International Association of Chiefs of Police (IACP) urges the FCC to approve PS Docket NO. 15-80 and to provide access to all NORS and DIRS data to every statewide or territorial fusion center for dissemination of qualifying commercial carrier communications outages to local police agencies for situational awareness and to assist commercial carriers in identifying paths to promptly restore their networks.

Support for Police Use of National Institute of Standards & Technology (NIST)-approved AES Encryption Standard(s) in Voice and Data Communications

Submitted by: Communication and Technology Committee

Cosponsored by: Computer Crime and Digital Evidence Committee, Police Investigative Operations Committee

CTC.08.20

WHEREAS, when state and local first responders choose to use encryption, they must strike a balance between transparency of police operations that may build public trust, and a need at times to covertly operate to ensure operational security and protect call for service information about the citizens they serve. The use of encryption is a local decision, and this resolution is intended to recommend best public safety practices for land mobile radio (LMR) and data encryption when there is a decision to encrypt and that those encrypted communications be retrievable for later production as necessary; and

WHEREAS, when public safety requires secure voice and data communications to avoid the interception of information by nefarious actors, public safety LMR systems have used a variety of encryption methodologies for many years; and

WHEREAS, public safety previously used digital trunking LMR²⁵ systems, which until recently provided a measure of security as digital communications could not be easily monitored; however, today, digital systems are easily monitored using radio service applications on mobile phones by anyone, anywhere; and

WHEREAS, police are charged with conducting investigations on police, criminal investigations involving undercover operations and surveillance, and investigations on other government employees who have access to public safety communications or who can be alerted by individuals “without a need to know” about a police investigation through access to unencrypted public safety communications known as “in the clear”; and

WHEREAS, public safety has a responsibility and obligation to the public to shield sensitive information collected from individuals from finding its way to criminal suspects, thereby compromising trust in police to keep “law enforcement sensitive” information secure. Securing data via encryption is a necessity; and

²⁵See SAFECOM, Federal Partnership for Interoperable Communications (FPIC), and National Committee for Statewide Interoperability Coordinators (NCSWIC), “[Encryption Key Management Fact Sheet](#),” 2020

WHEREAS, public safety faces cybersecurity attacks such as ransomware, which brings to the fore a need and public demand to secure police information via encryption. Both public safety voice and data files need protection from these type of attacks, which threaten to compromise confidentiality of public safety sensitive information and disclose it into the public domain by nefarious actors; and

WHEREAS, in 2001, the National Institute of Standards & Technology (NIST)²⁶ retired support of the Data Encryption Standard (DES) encryption methods and replaced DES with support of Advanced Encryption Standard (AES). AES is a cryptographic cipher that uses a block length of 128 bits and key lengths of 128, 192, 256 bits, or more depending upon application. Project 25 (P25) standards, the recognized public safety grade LMR standards, recommend use of AES as the LMR encryption standard. NIST continues to update a suite of standards and modify data encryption standards for data at rest and data in transit. NIST AES standards will evolve to mitigate the use of greater computing power, which allows decryption of data communications and information by nefarious actors; and

WHEREAS, if public safety LMR radios are capable of only accepting one crypto key, AES 256²⁷ is the choice to allow interoperability with other federal, state, and local agencies; and

WHEREAS, state and local first responders procure most of the LMR and data communications equipment and are responsible for appropriate storage, and the International Association of Chiefs of Police (IACP) has long provided guidance on best practices regarding communications and technology issues, consistent with that history, public safety agencies are encouraged to require NIST- recommended standards appropriate for their application using AES in all requests for information (RFIs) and requests for proposals (RFPs); therefore, be it

RESOLVED, that the IACP strongly urges public safety agencies choosing to encrypt voice and data communications to choose the NIST-recommended AES suite for their future evolved encryption schemes, and require AES encryption standards appropriate for their application in all RFIs and RFPs; and be it

FURTHER RESOLVED, that the IACP strongly recommends public safety agencies adopt the AES 256 standard for police LMR operations and where appropriate, for use on Federal Communications Commission (FCC)-licensed channels specifically set aside for encrypted interoperability; and be it

²⁶ See Morris J. Dworkin et al., [Advanced Encryption Standard \(AES\)](#), Federal Information Processing Standards 197 (Washington, DC: National Institute of Standards and Technology, 2001); see [Security and Privacy Controls for Information Systems Management](#), Rev. 5, NIST Special Publication (SP) 800-53 (2020); [Digital Identity Guidelines](#), NIST SP 800-63 (2020); and [Protecting Controlled Unclassified Information in Nonfederal Systems and Organizations](#), Rev. 2, NIST SP 800-171 (2020) for specific and updated encryption standards across voice and data systems, networks and platforms.

²⁷ SAFECOM, FPIC, and NCSWIC, [Guidelines for Encryption in Land Mobile Radio Systems](#) (Arlington, VA: Cybersecurity and Infrastructure Security Agency, rev. 2020).

FURTHER RESOLVED, that IACP recommends international agencies adopt appropriate similar interoperable national encryption standards when AES are unavailable or impractical for their use.

Support for Community-Police Engagement

Submitted by: Crime Prevention Committee

Cosponsored by: Community Policing Committee, Police Administration Committee, and Police Investigative Operations Committee

CPC.09.20

WHEREAS, many law enforcement leaders are grappling with new challenges and increased complexity as they work to protect communities, prevent crime, and build trust across demographic lines in an era of economic disparity, social media, and identity politics;²⁸ and

WHEREAS, current challenges for law enforcement agencies involve increased scrutiny and expectations related to accountability, priority setting, transparency, bail reform, and evidence-based results; and

WHEREAS, though this struggle is playing out in locales around the globe, the solutions vary; and

WHEREAS, recent research suggests that effective crime prevention requires focus and ongoing dialogue about public expectations, public safety priorities, police capacity, and processes for addressing gaps between public expectations and law enforcement outcomes;²⁹ and

WHEREAS, in order to understand and inform community crime prevention priorities, this solution requires law enforcement agencies to both communicate effectively and adopt modest but consistent ways of engaging the public in planning; and

WHEREAS, a brief and concise plan requires thoughtfully constructed engagement³⁰ around the past, present, and future of policing;³¹ and

WHEREAS, stakeholder engagement is a key factor that influences public perceptions of agency value and legitimacy;³² and

²⁸ [Final Report of the President's Task Force on 21st Century Policing](#) (Washington, DC: Office for Community Oriented Policing, 2015).

²⁹ Sara E. McClellan and Bryon G. Gustafson, "[Police-Community Planning](#)," *Police Chief Online*, October 9, 2019.

³⁰ Henry Mintzberg, "[The Rise and Fall of Strategic Planning](#)," *Harvard Business Review*, January–February 1994.

³¹ Jihong "Solomon" Zhao, Quint C. Thurman, and Ling Ren, "An Examination of Strategic Planning in American Law Enforcement Agencies—A National Study," *Police Quarterly* 11, no. 1 (March 2008): 3–26.

³² [Final Report of the President's Task Force on 21st Century Policing](#).

WHEREAS, law enforcement agencies will be more likely to implement and sustain plans over time if stakeholders view planning priorities as belonging to a broader team or community rather than to an individual leader;³³ therefore, be it

RESOLVED, that the International Association of Chiefs of Police (IACP) supports raising awareness of the benefits resulting from community police engagement which include agenda setting and capacity building mechanisms; and be it

FURTHER RESOLVED, that the IACP affirms and encourages the practices of effective community-police planning and public communication of policing priorities.

³³ McClellan and Gustafson, "[Police-Community Planning](#)."

Create a Crime Prevention Program through Enhanced Crime Detection Strategies

Submitted by: Crime Prevention Committee

Cosponsored by: Police Investigative Operations Committee

CPC.10.20

WHEREAS, the October 2019 edition of the International Association of Chiefs of Police (IACP) *Police Chief* magazine was dedicated to the enhancements of crime prevention methods and programs that ultimately were found to lower crime and enhanced the quality of life for our communities; and

WHEREAS, the use of joint crime prevention education programs, along with community-police engagement coupled with a proactive policing strategy, dramatically lowered crime rates across the United States, ultimately keeping these crime rates low for more than 20 years; and

WHEREAS, these traditional methods of crime prevention and proactive community policing have established a tried and true benefit to our cities and towns nationwide; and

WHEREAS, in some communities, the tradition of patrol officers and detectives staying engaged with proactive policing has slowed, and in some metropolitan areas, it has regressed to the point that fewer and fewer field stops of individuals suspected of committing crimes is occurring;³⁴ and, this reduction in proactive field interviews of suspicious individuals has caused some communities to experience an increase in quality of life crimes;³⁵ and

WHEREAS, in many midsize and larger metropolitan police jurisdictions, due to a variety of reasons, proactive police-and-suspect field engagements has declined dramatically, and in some states where policies have contributed to a reduction in proactive policing, like California, crime has been on the increase for the first time in over 20 years;³⁶ and

³⁴ Mark Berman et al., [“Major U.S. Cities, Grippled with Crisis, Now Face Spike in Deadly Shootings, Including of Children,”](#) *Washington Post*, July 6, 2020; Mark Morales and Eric Levenson, [“New York City Crime Stats Show Spike in Burglaries and Murders So Far This Year,”](#) CNN, June 16, 2020; Marcus Santos and Anthony M. DeStefano, [“NYPD Commissioner Immediately Disbands Controversial Plainclothes Anti-crime Unit,”](#) *Newsday*, July 16, 2020.

³⁵ Public Policy Institute of California, [“Proposition 47 Linked to Increase in Some Property Crimes, But Not Violent Crime,”](#) press release, June 13, 2018; Timothy Williams, [“Violent Crime in U.S. Rises for Second Consecutive Year,”](#) *New York Times*, September 25, 2017.

³⁶ Erica Sandberg, [“After Proposition 47: Crime and No Consequences in California,”](#) *National Review*, January 30, 2018.

WHEREAS, a strategy of using low-cost GPS tracking technologies where items typically stolen in a community were secured with electronic/GPS clandestine trackers, and the offenders stealing these items would be captured during their criminal act, and thus removed from the community;³⁷ and

WHEREAS, this strategy of using low-cost GPS technologies for targeted arrests has allowed officers to reengage in the field with suspects during their criminal acts, with the evidentiary support of confirmed probable cause, thus avoiding any of the civil or political issues or conflicts or other specious complaints;³⁸ and

WHEREAS, an article in the October 2019 IACP *Police Chief* magazine outlined many cities already successfully employing this GPS technology of part of their community policing strategy, including Redlands, California; Nassau County, New York; Miami-Dade, Florida; Philadelphia, Pennsylvania; and San Francisco, California; and

WHEREAS, these and other U.S. cities and towns have successfully used this electronic-based GPS crime prevention method, including business and community locations, to impact repressible quality-of-life crimes like convenience store robberies, vehicle burglaries, commercial safe thefts, bicycle thefts from campus environments, tire and wheel thefts, construction site thefts, brass fire department connections and scrap metal thefts, pharmacy burglaries, vending machine thefts, parcel thefts (USPS/UPS/FedEx), laptop thefts from student coffee shops, organized retail crime (ORC), smartphone robberies and burglaries, credit card skimming thefts, and cemetery/graveside thefts;³⁹and,

WHEREAS, in these cities and towns where these modern-day crime prevention strategies have been employed have enjoyed significant reductions in thefts/robberies/burglaries, and other quality-of-life crimes, it is recommended that the IACP promote these crime prevention strategies on a large-scale basis;⁴⁰ therefore, be it

RESOLVED, that the IACP, will hereby support the overall concept of preventing crime through the application of GPS-based technology; and be it

FURTHER RESOLVED, that the IACP recommends that its members foster understanding and promote dialogue of this crime prevention method through GPS-based technology within the policing profession to lower crime, ultimately remove offenders and lower the necessity of arrests due to lower incidents of crime, and thus enhance the quality of life in our communities.

³⁷ Travis Martinez, [Using GPS Technology to Investigate Crime Trends](#) (National Resource and Technical Assistance Center for Improving Law Enforcement Investigations, 2017).

³⁸ Martinez, [Using GPS Technology to Investigate Crime Trends](#).

³⁹ Richard T. Long, "[Crime Prevention Through Targeted Arrest Strategies](#)," *Police Chief Online*, October 23, 2019.

⁴⁰ Martinez, [Using GPS Technology to Investigate Crime Trends](#).

Supporting the Use of Law Enforcement Event, Target, and Investigative Data Deconfliction in the United States

Submitted by: Narcotics and Dangerous Drugs Committee

NDDC.11.20

WHEREAS, there is a need for domestic law enforcement agencies at all levels to increase investigative collaboration and the sharing of criminal information in order to target and dismantle criminal organizations and operations effectively;⁴¹ and

WHEREAS, event and target deconfliction are necessary for officer safety and investigative collaboration among federal, state, local, tribal, territorial (FSLTT), and international law enforcement communities;⁴² and

WHEREAS, event deconfliction is the process of determining when law enforcement personnel are conducting an event in close proximity to one another at the same time, such as search warrants, undercover operations, and surveillance;⁴³ and

WHEREAS, target and investigative data deconfliction notifies law enforcement personnel when multiple parties are conducting an investigation focused on the same target or have an interest in the same investigative details;⁴⁴ and

WHEREAS, with more than 800,000 sworn officers throughout the United States, it is essential that law enforcement agencies integrate target and investigative data deconfliction into agency operations;⁴⁵ and

WHEREAS, the Nationwide Deconfliction Pointer Solution (NDPS) is an event, target, and investigative data deconfliction pointer system that interfaces with existing systems to determine whether any

⁴¹ Bureau of Justice Assistance (BJA), Global Justice Information Sharing Initiative Advisory Committee (GAC), [*Strategic Solutions to Transform Our Nation's Justice and Public Safety and Information Sharing: A Call to Action*](#) (Washington, DC: GAC, 2012).

⁴² BJA, GAC, [*National Criminal Intelligence Sharing Plan: Building a National Capability for Effective Criminal Intelligence Development and the Nationwide Sharing of Intelligence and Information*](#) (Washington, DC: GAC, 2013).

⁴³ Washington/Baltimore High Intensity Drug Trafficking Area (HIDTA), "[Investigative Support Center](#)."

⁴⁴ HIDTA, "[Investigative Support Center](#)."

⁴⁵ National Law Enforcement Officers Memorial Fund, "[Law Enforcement Facts](#)."

participating agency has an interest in the same event, investigative target, and/or investigative data;⁴⁶ and

WHEREAS, the Nationwide Deconfliction Council (NDC), comprised of representatives from the FSLTT law enforcement community, facilitates and expands nationwide deconfliction through NDPS development and maintenance, serves as a forum for FSLTT representatives to discuss deconfliction-related matters, and promotes systematic deconfliction by all FSLTT law enforcement entities; and

WHEREAS, agency personnel can contact the NDC to identify and obtain access to systems participating in NDPS;⁴⁷ therefore, be it

RESOLVED, that, to implement systematic event, target, and investigative data deconfliction into agency operations, agencies should adopt policies and procedures requiring the use of one of the nationally recognized deconfliction systems comprising NDPS; and be it

FURTHER RESOLVED, that agencies should collaborate with other law enforcement agencies in their jurisdictions, regions, and states to advance and support the use of these and similar systems; and be it

FURTHER RESOLVED, that agencies should provide training for their personnel on how to use these systems; and be it

FURTHER RESOLVED, that the International Association of Chiefs of Police (IACP) recognizes that event, target, and investigative data deconfliction systems work more effectively as more law enforcement agencies use them.

⁴⁶ BJA, National Criminal Intelligence Resource Center, "[National Virtual Pointer System](#)" (fact sheet), 2014; BJA "[Call to Action: A Global Unified Message Regarding Information Sharing](#)," May 2019.

⁴⁷ BJA, National Criminal Intelligence Resource Center, "[Nationwide Officer Safety Event Deconfliction](#)."

Combating Violent Crime through Steadfast Enforcement of Drug Trafficking Laws

Submitted by: Narcotics and Dangerous Drugs Committee

NDDC.12.20

WHEREAS, violent crime is a defining features of illicit drug markets;⁴⁸ and

WHEREAS, enormous profits associated with drug trafficking enable transnational criminal organizations and foreign terrorist organizations to finance criminal and terrorist activities;⁴⁹ and

WHEREAS, transnational criminal organizations have permeated many countries throughout the world, including the United States, threaten the safety and security of the public, derive revenue through widespread illegal conduct—including acts of violence—and are responsible for promoting high levels of drug addiction and abuse;⁵⁰ and

WHEREAS, violent street gangs remain the primary retail-level distributors of illicit drugs in their respective territories and vie for control of lucrative drug trafficking markets, which continues to fuel the majority of gang violence;⁵¹ and

WHEREAS, some 33,000 violent gangs are criminally active in the United States and employ violence and intimidation to control neighborhoods and enhance their illegal money-making activities, including robbery, extortion, drug trafficking, arms smuggling, and a multitude of other crimes;⁵² and

WHEREAS, inter-gang conflict and drug-related factors affect local levels of violence;⁵³ and

⁴⁸ “[Drugs and Corruption](#),” *Report of the International Narcotics Control Board for 2010* (New York, NY: United Nations, 2011): 1–13.

⁴⁹ National Security Council, “[Disrupt Drug Trafficking and its Facilitation of Other Transnational Threats](#),” *Strategy to Combat Transnational Organized Crime* (Washington, DC: National Security Council, 2011); U.S. Department of the Treasury, [National Terrorist Financing Risk Assessment, 2015](#) (Washington, DC: U.S. Department of the Treasury, 2015): 11, 16.

⁵⁰ Donald J. Trump, [Presidential Executive Order on Enforcing Federal Law with Respect to Transnational Criminal Organizations and Preventing International Trafficking](#), February 9, 2017; National Security Council, “[Transnational Organized Crime: A Growing Threat to National and International Security](#),” *A Strategy to Combat Transnational Crime*.

⁵¹ Drug Enforcement Administration (DEA), [2019 Drug Enforcement Administration National Drug Threat Assessment](#) (Washington, DC: DEA, 2019).

⁵² Federal Bureau of Investigation, “[Gangs](#),” What We Investigate; DEA Strategic Intelligence Section, [2019 Drug Enforcement Administration National Drug Threat Assessment](#).

⁵³ National Gang Center, “[National Youth Gang Survey Analysis](#).”

WHEREAS, federal prisons hold tens of thousands of drug traffickers, many weapons offenders, and other dangerous individuals, including nearly 23,000 gang-affiliated inmates;⁵⁴ and

WHEREAS, drug traffickers have a more extensive arrest history than other offenders and tend to be more likely to commit other criminal activity than are other types of offenders with over 72 percent of drug offenders in U.S. federal prison having at least some criminal history;⁵⁵ and

WHEREAS, among the 19,765 federal defendants convicted for drug trafficking in the United States during FY 2019, 55 percent had at least two prior criminal history points, indicating a substantial criminal history;⁵⁶ and

WHEREAS, as of 2017, 28 percent of federal drug offenders convicted of drug trafficking offenses carrying mandatory minimum penalties had a conviction or guideline finding involving the use of a weapon, violence or credible threats of violence, or death or serious bodily injury;⁵⁷ and

WHEREAS, numerous studies have found a correlation between methamphetamine and increased violent crime,⁵⁸ including domestic violence,⁵⁹ property crimes,⁶⁰ and homicide;⁶¹ and

⁵⁴ [Oversight of the Bureau of Prisons and Inmate Reentry: Hearing Before the H. Comm. on Oversight and Gov't Reform](#), 115th Cong. (2017) (Mark S. Inch, Director, Federal Bureau of Prisons).

⁵⁵ Sam Taxy, Julie Samuels, and William Adams, [Special Report: Drug Offenders in Federal Prison: Estimates of Characteristics Based on Linked Data](#) (Washington, DC: U.S. Department of Justice, Bureau of Justice Statistics, 2015).

⁵⁶ United States Sentencing Commission (USSC), [Quick Facts, Drug Trafficking Offenses](#), 2020.

⁵⁷ USSC, [An Overview of Mandatory Minimum Penalties in the Federal Criminal Justice System](#) (Washington, DC: USSC, 2017).

⁵⁸ See, e.g., Mary-Lynn Brecht and Diane M. Herbeck, "Methamphetamine Use and Violent Behavior: User Perceptions and Predictors," *Journal of Drug Issues* 43, no. 4 (2013): 468–470; Arielle Baskin-Sommers and Ira Sommers, "Methamphetamine Use and Violence Among Young Adults," *Journal of Criminal Justice* 34 (2006): 661–672; Yi Liu et al., "Violent Offences of Methamphetamine Users and Dilemmas of Forensic Psychiatric Assessment," *Forensic Sciences Research* 2, no. 1 (February 2017): 11–17.

⁵⁹ Christopher Dowling and Anthony Morgan, [Is Methamphetamine Use Associated with Domestic Violence?](#) *Trends and Issues in Crime and Criminal Justice* 563 (December 2018).

⁶⁰ Michael C. Gizzi and Patrick Gerkin, "Methamphetamine Use and Criminal Behavior," *International Journal of Offender Therapy and Comparative Criminology* 54, no. 6 (November 2009): 915–936.

⁶¹ Paul B. Stretesky, [National Case-Control Study of Homicide Offending and Methamphetamine Use](#), *Journal of Interpersonal Violence* 24, no. 6 (November 2008): 911–924.

WHEREAS, the connection between drug trafficking and violence is so well-settled that courts have repeatedly held that guns and other weapons are the “tools of the trade” of drug traffickers;⁶² and

WHEREAS, more than 67,000 people in the United States were killed by drugs in 2018 alone;⁶³ therefore, be it

RESOLVED, that the International Association of Chiefs of Police (IACP) strongly urges the steadfast enforcement of drug trafficking laws at the federal, state, and local levels to combat violent crimes while prioritizing the drug traffickers who pose the greatest threat to our communities and exacerbate the drug problem by employing violence to facilitate the drug trade.

⁶² See *Ybarra v. Illinois* 444 US 85, 106 (1979) (dis. Opn. By Rehnquist, J.); *People v. Thurman* (1989) 209 Cal.App.3d 817, 822 (1989) “In the narcotics business, firearms are as much ‘tools of the trade’ as are most commonly recognized articles of narcotic paraphernalia.”); *People v. Simpson* 65 Cal.App.4th 854, 863 (1998) (“Illegal drugs and guns are a lot like sharks and remoras. And just as a diver who spots a remora is well-advised to be on the lookout for sharks, an officer investigating cocaine and marijuana sales would be foolish not to worry about weapons. Particularly where large quantities of illegal drugs are involved, an officer can be certain of the risk that individuals in possession of those drugs, which can be worth hundreds of thousands or even millions of dollars, may choose to defend their livelihood with their lives—or, in this case, with the lives of 14 Rottweilers, the Luddite equivalent of a cache of AK-47’s.”); *U.S. v. Salas*, 879 F.2d 530, 535 (1989) (“[I]t is not unreasonable to assume that a dealer in narcotics might be armed and subject to a pat-search.”).

⁶³ CDC, “[Drug Overdose Deaths](#),” 2020.

Reaffirmation of Position on Marijuana in the United States

Submitted by: Narcotics and Dangerous Drugs Committee

NDDC.13.20

WHEREAS, the continued placement of marijuana in Schedule 1 of the Controlled Substances Act establishes that marijuana has a high potential for abuse, no currently accepted medical use in treatment in the United States, and a lack of accepted safety for use of the substance under medical supervision; and

WHEREAS, 11 states and the District of Columbia have fully legalized marijuana for personal or recreational use as of May 2020;⁶⁴ and

WHEREAS, most states that have legalized marijuana have placed no limits on the delta-9-tetrahydrocannabinol (THC) potency—the primary psychoactive component of marijuana thought to be related to many of marijuana’s adverse effects—and as a result, THC potency has increased from an average concentration of 4 percent in 1995 to 17.1 percent in 2017⁶⁵ and retail marijuana dispensaries’ advertisements routinely promote smokable marijuana at levels of 30 percent THC or more;⁶⁶ and

WHEREAS, data from the University of Mississippi’s Potency Monitoring Program confirms that average THC potency in both traditional and concentrated marijuana increased in 2018 reaching the highest levels ever recorded by the program;⁶⁷ and

WHEREAS, marijuana is the most commonly used illicit drug in the United States with approximately 11.8 million young adults reporting marijuana use in 2019;⁶⁸ and

WHEREAS, marijuana use is widespread among adolescents and young adults with 11.8 percent of 8th graders, 28.8 percent of 10th graders, and 35.7 percent of 12th graders having reported using marijuana in 2019;⁶⁹ and

WHEREAS, about one in ten marijuana users will become addicted, and for people who begin using before the age of 18, one in six will become addicted;⁷⁰ and

⁶⁴ DISA Global Solutions, “[Map of Marijuana Legality by State.](#)”

⁶⁵ [Cannabis: The Current State of Affairs](#), Practical Theorist 12 (CADCA).

⁶⁶ DEA, [2019 Drug Enforcement Administration National Drug Threat Assessment](#), 81.

⁶⁷ DEA, [2019 Drug Enforcement Administration National Drug Threat Assessment](#), 81-82.

⁶⁸ National Institute on Drug Abuse (NIDA), “[What Is the Scope of Marijuana Use in the United States?](#)” *Marijuana Research Report* (NIDA, 2020).

⁶⁹ NIDA, “[What Is the Scope of Marijuana Use in the United States?](#)”

⁷⁰ CDC, “[Marijuana: How Can It Affect Your Health?](#)” *Health Effects*, 2018.

WHEREAS, marijuana use directly affects the brain and the areas responsible for memory, learning, attention, decision-making, coordination, emotions, and reaction time;⁷¹ and

WHEREAS, developing brains, like those of infants, children, and teenagers, are especially susceptible to the harmful effects of marijuana;⁷² and

WHEREAS, pregnant women use marijuana more than any other illicit drug and many retail dispensaries recommend marijuana to pregnant women for morning sickness, despite significant risks to the developing fetus and newborns, including low birth weight and brain development;⁷³ and

WHEREAS, marijuana use remains illegal for youth under federal and state law in all states and the normalization of its use raises the potential for criminal consequences and a false and dangerous perception of safety in this population resulting in increased use;⁷⁴ and

WHEREAS, frequent marijuana use during adolescence is associated with changes in the areas in the brain involved in attention and memory, impaired learning and declines in IQ and school performance, increased rates of school absence and drop-out, as well as suicide attempts, risk for and early onset of psychotic disorders, and other substance use;⁷⁵ and

WHEREAS, observational studies have linked the chemicals in marijuana to an increased risk of heart attacks, heart failure, and a heart rhythm disorder called atrial fibrillation, and users have a significantly higher risk of having a stroke compared to nonusers;⁷⁶ and

WHEREAS, marijuana users are significantly more likely than nonusers to develop temporary psychosis and long-lasting mental disorders, including schizophrenia;⁷⁷ and

⁷¹ *Id.* (citations to supporting academic research omitted).

⁷² *Id.* (citations to supporting academic research omitted).

⁷³ U.S. Dep't of Health & Human Servs., *U.S. Surgeon Gen. Advisory: Marijuana Use & the Developing Brain*, (Aug. 29, 2019), <https://www.hhs.gov/surgeongeneral/reports-and-publications/addiction-and-substance-misuse/advisory-on-marijuana-use-and-developing-brain/index.html> (last visited August 10, 2020) (citations to supporting academic research omitted).

⁷⁴ *Id.*, (citations to supporting academic research omitted).

⁷⁵ *Id.*, (citations to supporting academic research omitted).

⁷⁶ Page, Robert L., et al., *Medical Marijuana, Recreational Cannabis, & Cardiovascular Health: A Scientific Statement From the Am. Heart Ass'n*, *Circulation*, at e9–10, Aug. 5, 2020, www.ahajournals.org/doi/pdf/10.1161/CIR.0000000000000883 (last visited Aug. 10, 2020).

⁷⁷ The Center for Disease Control, *Marijuana: How Can It Affect Your Health?*, (updated Feb. 27, 2018), <https://www.cdc.gov/marijuana/health-effects.html> (last visited Aug. 10, 2020) (citations to supporting academic research omitted).

WHEREAS, drugged driving is a growing public health concern, especially with the recent legislation legalizing marijuana use in certain states in the United States and data from the Center for Disease Control showing that 12 million people reported driving under the influence of marijuana in 2018;⁷⁸ and

WHEREAS, marijuana is the most common illicit drug reported in motor vehicle accidents;⁷⁹ and

WHEREAS, transnational criminal organizations (TCOs) continue to operate and profit from black market marijuana sales in legalized U.S. marijuana markets despite state legalization;⁸⁰ and

WHEREAS, drug traffickers obtain supplies from each type of marijuana market operating in the United States: illicit markets, state-approved medical marijuana markets, and state-approved personal use/recreational markets, all of which are considered illicit under federal law;⁸¹ and

WHEREAS, in light of the rapidly shifting legal landscape, more research is urgently needed to better understand the impact of legalization on public health before the U.S. Congress takes steps to decriminalize or remove marijuana from federal control; and

WHEREAS, legalization of marijuana has not adversely impacted TCO profitability in marijuana markets, but rather, the legalization has brought new opportunities for illicit profits from marijuana sales;⁸² and

WHEREAS, the International Association of Chiefs of Police (IACP), in its resolution, restates its position that state laws seeking to legalize and decriminalize marijuana ignores the connection between marijuana and crime and the enforcement problems created by trafficking marijuana across state, local, and tribal borders, as well as the adverse economic, social, and environmental costs that marijuana legalization causes; and

WHEREAS, providing legalized marijuana-related businesses and their service providers with access to U.S. financial services creates an opportunity for TCOs and poly-drug trafficking organizations to exploit

⁷⁸ Center for Disease Control & Prevention, Morbidity & Mortality Wkly. Rep., Driving Under the Influence of Marijuana & Illicit Drugs Among Persons Aged ≥ 16 Years—United States, 2018 (Dec. 20, 2019), available at www.cdc.gov/mmwr/volumes/68/wr/pdfs/mm6850a1-H.pdf (last visited Aug. 10, 2020).

⁷⁹ Community Anti-Drug Coalitions of America, Practical Theorist 12, Cannabis The Current State of Aff, 2020, at 10–11, available at www.cadca.org/sites/default/files/practical_theorist_12_cannabis_the_current_state_of_affairs_final.pdf (last accessed Aug. 10, 2020).

⁸⁰ Drug Enf't Admin., 2019 DEA Nat'l Drug Threat Assmt., Dec. 2019, at 81, 83, 89, https://www.dea.gov/sites/default/files/2020-01/2019-NDTA-final-01-14-2020_Low_Web-DIR-007-20_2019.pdf (last accessed Aug. 10, 2020); see also El Paso Intell. Ctr.

Bulletin, Transnat'l Criminal Org. Continue to Operate & Profit from Marijuana Sales in Legalized Markets, February 24, 2017.

⁸¹ Drug Enf't Admin., 2019 DEA Nat'l Drug Threat Assmt., Dec. 2019, at 80, https://www.dea.gov/sites/default/files/2020-01/2019-NDTA-final-01-14-2020_Low_Web-DIR-007-20_2019.pdf (last accessed Aug. 10, 2020).

⁸² El Paso Intelligence Ctr Bulletin, Transnat'l Criminal Org. Continue to Operate & Profit from Marijuana Sales in Legalized Markets, Feb. 24, 2017.

the U.S. financial system by masking or attempting to mask the proceeds of illicit drug trafficking as that of marijuana sales;⁸³

WHEREAS the legalization, decriminalization, or descheduling of marijuana so as to remove it from regulation and criminal enforcement would have devastating consequences for the health and welfare of our communities by making a dangerous drug easily obtainable and creating opportunities for poly-drug organizations to launder drug proceeds through legitimately established accounts for marijuana businesses; therefore, be it

RESOLVED, that the IACP reaffirms its past position on the dangers and risks posed by cannabis sativa L, its long-standing opposition to the legalization or decriminalization of marijuana, and its continued support of the United States' ability to effectively investigate and prosecute those individuals involved in the production and sale of marijuana in violation of federal laws; and be it

FURTHER RESOLVED, that the IACP strongly calls upon the U.S. Congress, the states, and territories to reject any legislation that seeks to legalize, decriminalize, and/or remove marijuana from the Controlled Substances Act; and

FURTHER RESOLVED, that the IACP calls upon the U.S. Congress to protect the U.S. financial system from use and exploitation by those involved in the manufacture, sale, distribution, and possession of marijuana.

⁸³ See 18 U.S.C. §§ 1956(c)(7) (“the term ‘specified unlawful activity’ means— (B) with respect to a financial transaction occurring in whole or in part in the United States, an offense against a foreign nation involving—(i) the manufacture, importation, sale, or distribution of a controlled substance (as such term is defined for the purposes of the Controlled Substances Act)”).

Enhancing Law Enforcement Capacity to Respond to Extreme Weather Events

Submitted by: Individual Member

Cosponsored by: Homeland Security Committee

HSC.14.20

WHEREAS, communities, states/provinces, and nations around the globe have, since the early 2000s, experienced increasingly severe impacts from extreme weather events, which include floods and storm-related mudslides, windstorms and derechos, unseasonable snowstorms and freezes, droughts and heat waves, coastal storm surges, and damage from fires that affect the wildland-urban interface;⁸⁴ and

WHEREAS, there are clear risks to law enforcement personnel in pursuing duties associated with these events, including to officer physical safety due to injury and violence, to officer mental health due to prolonged exposure to stress and loss, and to officers' long-term health from increased exposure to diseases and smoke or chemical hazards;⁸⁵ and

WHEREAS, information about the causes, types, and effects on communities of escalating extreme weather events presents a complex learning curve; and

WHEREAS, the escalation of extreme weather frequency and severity brings significant economic, public health, environmental, and civil instability impacts, which require coordinated planning by government, emergency, and law enforcement to address the risks in a timely manner;⁸⁶ and

WHEREAS, with escalating risks, the action steps of planning, adaptation, and mitigation are more effective the sooner they are started; and

WHEREAS, communities impacted by extreme weather events look to members of law enforcement to ensure their safety during events requiring evacuation and maintenance of civic order;,, therefore, be it

RESOLVED, that the International Association of Chiefs of Police (IACP) hereby recognizes the urgency of developing skills and in-depth knowledge related to extreme weather events and the anticipated threats

⁸⁴ Mapped: How Climate Change Affects Extreme Weather around the World." *Carbon Brief*, 21 Apr. 2020, www.carbonbrief.org/mapped-how-climate-change-affects-extreme-weather-around-the-world.

"2019 Concludes a Decade of Exceptional Global Heat and High-Impact Weather." *World Meteorological Organization*, 10 Dec. 2019, public.wmo.int/en/media/press-release/2019-concludes-decade-of-exceptional-global-heat-and-high-impact-weather.

⁸⁵ Nick Obradovich, Dustin Tingley, Iyad Rahwan. "Effects of Environmental Stressors on Daily Governance," *Proceedings of the National Academy of Sciences* Aug 2018, 115 (35) 8710-8715; DOI: 10.1073/pnas.1803765115

⁸⁶ Abbott, Chris. *An Uncertain Future: Law Enforcement, National Security, and Climate Change*. Oxford Research Group, 2008. Chambers, David. "Policing and Climate Change." *Australian Disaster Resilience Knowledge Hub*, July 2011, knowledge.aidr.org.au/resources/ajem-jul-2011-policing-and-climate-change/.

arising from them, including associated public health, economic, agricultural, population movement, and civil order consequences; and be it

FURTHER RESOLVED, that the IACP recommends that its members ensure the adequacy of their community's emergency response plan and recognize the need for interagency training and coordination to address enhanced risk (frequency and severity) of extreme events, in line with recommendations of state/provincial and national climate risk assessments;⁸⁷ and be it

FURTHER RESOLVED, that the IACP recommends that its members, in order to move from reactive strategies to preventive ones, strengthen community partnerships that will assist with the development and allocation of emergency resources, conduct of evacuations, integration of persons displaced by extreme weather events into the community, de-escalation of conflicts arising from extreme weather event stressors, and communicate safety precautions and resilience behaviors to the public, in order to enhance community well-being.

⁸⁷ For example:

Canada's Changing Climate Report, Government of Canada, 2019, changingclimate.ca/CCCCR2019/.

"Fourth Oregon Climate Assessment Report (2019)." *Oregon State/Oregon Climate Change Research Institute*, Jan. 2019, www.occri.net/publications-and-reports/fourth-oregon-climate-assessment-report-2019/.

Krishnan, R., et al., editors. *Assessment of Climate Change over the Indian Region: A Report of the Ministry of Earth Sciences (MoES)*, Government of India. Springer, Singapore, 2020.

USGCRP, 2018: *Impacts, Risks, and Adaptation in the United States: Fourth National Climate Assessment, Volume II*. U.S. Global Change Research Program, Washington, DC, USA, 1515 pp. doi: 10.7930/NCA4.2018.

Support for the ROADPOL Safety Days Initiative

Submitted by: Individual Member

IND.15.20

WHEREAS, the last *Global Status Report on Road Safety*, released by the World Health Organization (WHO), highlights that the number of annual road traffic deaths has reached more than 1.2 million. Road traffic injuries are now the leading killer of people aged 5–29 years. The burden is disproportionately borne by pedestrians, cyclists, and motorcyclists. The report suggests that the price paid for mobility is too high, especially because proven measures exist. Drastic action is needed to put these measures in place to meet any future global target that might be set and save lives; and

WHEREAS, building on the Moscow Declaration of 2009 and on the Brasilia Declaration of 2015, UN General Assembly and World Health Assembly resolutions, the Stockholm Declaration on Road Safety of 2020 asks for the adoption of sub-national, national, and regional road safety strategies, targets, and actions to meet the target to halve road deaths and serious injuries by 2030, and recognizes the importance of regional initiatives for road safety on behavioral risks such as speeding, drinking and driving; and failing to use seat belts, child restraints, and motorcycle helmets, and the implementation of proven measures to mitigate such risks, which could save hundreds of thousands of lives annually; and

WHEREAS, organized by ROADPOL – European Roads Policing Network (previously TISPOL), the Safety Days initiative provides activities and events that raise awareness of risks road users may encounter and promote safe behavior and the respect of traffic rules; and

WHEREAS, ROADPOL Safety Days' key message is: If each road user makes small changes to reduce their own risk and their risk to other road users, then together we can make big improvements. The ultimate objective is to eliminate the number of people killed every day on Europe's roads; now, let it be

RESOLVED, that the IACP supports ROADPOL Safety Days initiative; and be it

FURTHER RESOLVED, that the IACP suggests the organization of similar initiatives at global, regional, national, or state levels.

Support for the Incorporation of Critical Considerations for Patrol Response to Missing Children Incidents

Submitted by: Patrol and Tactical Operations Committee

PTOC.16.20

WHEREAS, it is the worst nightmare of every parent, guardian, and law enforcement agency to discover their/a child is missing or abducted; and

WHEREAS, annually there are approximately 200,000 missing children reported in the United States and approximately 37,000 missing children reported in Canada; and

WHEREAS, the first three hours of a missing and/or abducted child are the most critical in the initial investigation; and

WHEREAS, the case of a missing/abducted child needs to be handled expeditiously and differently than all other cases; and

WHEREAS, law enforcement agencies must recognize critical issues and procedures during the patrol response stage that may directly impact the safe recovery and/or ensure an effective criminal investigation; and

WHEREAS, formally established multijurisdictional Child Abduction Response Teams (CARTs) should be established in preparation for missing and/or abducted children; and

WHEREAS, law enforcement agencies should enhance their knowledge of additional resources that are available in missing children cases such as the National Center for Missing & Exploited Children (NCMEC) and the FBI National Child Abduction Rapid Deployment (CARD); and

WHEREAS, it is critical for law enforcement executives to ensure clearly defined policy guidelines, checklists, officer training and performance auditing, public notification, and reporting criteria are established; now, let it be

RESOLVED, that the IACP strongly supports the authority of law enforcement executives to develop policies, comprehensive checklists, multijurisdictional CARTs, training, and resources, in order to ensure the effective response and investigation into missing children incidents.

Support for Law Enforcement-Specific Public Information Officers

Submitted by: Police Professional Standards Ethics and Image Committee and the Public Information Officers' Section

Cosponsored by: Police Administration Committee

PSEIC.17.20

WHEREAS, historically, the role of the public information officer has evolved beyond basic information sharing to become a vital segment of connectivity between law enforcement and communities, media representatives, and local stakeholders; and

WHEREAS, the public information officer role requires those who serve in this capacity to be well-versed in law enforcement practices and procedures, including legal standards and requirements, the nuances of department functions, and the roles agencies play within their respective jurisdictions; and

WHEREAS, the role of the public information officer has expanded to include agency efforts with branding, image, information sharing, community engagement, recruitment, and risk management; and

WHEREAS, the public information officer also serves as a conduit for community members to learn and better connect with their police agencies; and

WHEREAS, the elimination of this position or the placement of this position outside of a police agency or department will hinder a community's ability to receive information on police incidents or police work in its totality or be better connected to those who serve them; therefore, be it

RESOLVED, that the International Association of Chiefs of Police (IACP) hereby supports and endorses the continued efforts of those who serve as law enforcement-specific public information officers and their essential importance in the operational strategies and functions of law enforcement and the deliveries of police services to the communities they serve.

Body-Worn Camera Video Release

Submitted by: Police Administration Committee

Cosponsored by: Committee of Homeland Security, Communications & Technology Committee, Community Policing Committee, Crime Prevention Committee, Education & Training Committee, Forensics Committee, Highway Safety Committee, Human and Civil Rights Committee, Police Professional Standards, Ethics, and Image Committee, University/College Police Section, Victim Services Committee, and Juvenile Justice and Child Protection Committee

PAC.18.20

WHEREAS, in recent years, delays in release of body-worn camera footage of officer-involved use-of-force incidents have provided opportunities for the dissemination of misleading information about what transpired leading up to and during the incidents has, in some cases, contributed to civil unrest; and

WHEREAS, public expectations for transparency in the disclosure of police officers' actions in use-of-force situations have increased pressure on law enforcement executives to release the body-worn camera footage in a timely fashion; and

WHEREAS, the ability of law enforcement executive to release body-worn camera footage are often restricted by a number of factors including collective bargaining agreements, jurisdiction-specific laws or regulations, court rules of procedures, and interagency agreements; and

WHEREAS, law enforcement executives often need to consult with the prosecutor of jurisdiction and the independent investigative agency, if applicable, prior to the release of their video and/or audio recordings; and

WHEREAS, it should be recognized that consistency in release of body-worn camera videos should be adhered to so that allegations of bias in the release policy is not a consideration; now, let it be

RESOLVED, that the International Association of Chiefs of Police (IACP) strongly supports the development and administration of policies that allow for the release of body-worn camera videos to explain context and to provide their communities with objective information on incidents, maximize transparency, protect their communities from misleading information, and build confidence and trust in the actions of their police agencies.

Continued Support for Special Olympics

Submitted by: Law Enforcement Torch Run Committee

TRC.19.20

WHEREAS, the International Association of Chiefs of Police (IACP) has selected Special Olympics as its charity of choice; and

WHEREAS, Special Olympics is a not-for-profit organization that specializes in helping individuals with intellectual disabilities achieve success in both sports and life; and

WHEREAS, the partnership between law enforcement and Special Olympics has recently completed its 39th year of working together to raise funds and awareness for the more than 5.7 million athletes in 200 countries and jurisdictions throughout the world; and

WHEREAS, during our 39-year partnership, more than 110,000 law enforcement personnel, carrying the “Flame of Hope” throughout the world have raised more than \$850 million dollars to assist in that effort; and

WHEREAS, the Law Enforcement Torch Run for Special Olympics has become a community policing program that has assisted policing agencies in forming solid partnerships and relationships within their communities; and

WHEREAS, the leadership within the agencies who participate in law enforcement efforts is appreciated by the athletes, their families, and the law enforcement personnel who participate; therefore, be it

RESOLVED, that the IACP continues to support and appreciate law enforcements efforts for this very worthwhile cause.

Encouraging All Law Enforcement Professionals to Enforce Statutes Relating to the Fraudulent Purchase, Lease, and Rental of Motor Vehicles

Submitted by: Vehicle Crimes Committee

VCC.20.20

WHEREAS, today's manufactured vehicles are more difficult to steal, as vehicle manufacturers continually improve security features; and

WHEREAS, as a result, today's criminals have become more technologically sophisticated, which means that they will attempt to acquire vehicles with programmed keys or fobs. This has resulted in a significant increase in theft by criminals fraudulently purchasing, leasing, financing, or renting the vehicles; and

WHEREAS, various methods are used to fraudulently obtain vehicles, including purchase, lease, financing, or rental methods. These methods include submitting false information to obtain the loan, lease, or rental approval or posing as a straw buyer for an unqualified person. These transactions are not considered to be a failure to return a rental vehicle as contracted but a theft with no intent to ever return the rented, financed, or leased vehicle or pay for the fraudulently "purchased" vehicle; and

WHEREAS, fraudulently obtained vehicles are frequently used by suspects involved in other crimes as their preferred mode of transportation during other criminal activity; and

WHEREAS, data regarding auto theft arrests supports that approximately 97 percent of individuals arrested in stolen vehicles are charged with another offense; and

WHEREAS, according to industry experts, synthetic ID frauds account for approximately 20 percent of vehicle purchases, resulting in approximately 8 billion dollars in losses annually; and

WHEREAS, according to the FBI's Uniform Crime Reporting (UCR) Program data, in 2019, there were an estimated 721,885 motor vehicle thefts within the U.S.,⁸⁸ and

WHEREAS, this type of fraudulently obtained vehicle is generally a new or late model vehicle in perfect condition and is frequently disposed of for large profits by being sold and transferred locally, across state lines, or exported out of the country; and

WHEREAS, vehicles obtained in fraudulent purchases, leases, financing, or rentals have been linked to suspects or criminal organizations involved in other crimes, including but not limited to other vehicle

⁸⁸ FBI: UCR, "[Motor Vehicle Theft](#)."

thefts, vehicle title fraud, vessel thefts, drug trafficking, gun smuggling, alteration of vehicle identification numbers, disposing of liened property, use of vehicle by wanted suspect or illegal alien, burglary, robbery, rape, and murder; and

WHEREAS, it is known that not all incidences of fraudulent purchases, leases, finances, or rentals as a theft are considered to be categorized as criminal in nature. This results in the vehicle not being listed as stolen, which, in turn, can negatively affect efforts to reduce these types of crimes and other related crimes; and

WHEREAS, correctly identifying fraudulently purchased, leased, financed, or rented vehicles and entering them as stolen will disrupt one of the criminal's preferred methods of transportation and help reduce and prevent many other crimes; therefore, be it

RESOLVED, that the International Association of Chiefs of Police (IACP) encourages all law enforcement professionals—including international, federal, state, and local officers and prosecutors—to enforce existing laws related to the fraudulent purchase, lease, finance, or rental of vehicles; and be it

FURTHER RESOLVED, that the IACP encourages all law enforcement professionals—including international, federal, state, and local officers and prosecutors—to correctly identify these incidents as criminal rather than civil, resulting in vehicles being correctly identified and entered as stolen, leading to the disruption of criminals' modes of transportation, increased officer safety, and the detection and reduction of more serious criminal offenses.

Fentanyl and Officer Safety

Submitted by: IACP Board of Directors

BOD.21.20

WHEREAS, fentanyl is a Schedule II controlled substance as set forth in the Controlled Substances Act; and

WHEREAS, fentanyl is approximately 80 to 100 times more potent than morphine and roughly 40 to 50 times more potent than pharmaceutical grade (100 percent pure) heroin and exposure to even minimal amounts (approximately 2 milligrams) of fentanyl can endanger the health and safety of law enforcement officers and their K-9 companions as well as other first responders; and,

WHEREAS, fentanyl is sometimes mixed with other prescription medicines as well as with illicit white powder narcotics, typically heroin but also cocaine, to increase their euphoric affects; and

WHEREAS, fentanyl is also being pressed into pill form to resemble other pharmaceutical pills such as oxycodone, Xanax, Norco, and other similar pills. It is visually indistinguishable from other white powder; and

WHEREAS, law enforcement has confirmed that fentanyl has been found in counterfeit prescription opioid medications and anti-anxiety medicines with deadly results; and

WHEREAS, the abuse of prescription opioid drugs and heroin addiction have had a devastating effect on communities across the globe; and

WHEREAS, the International Association of Chiefs of Police (IACP) is concerned about the safety of public health workers, first responders, and law enforcement personnel who may unwittingly come into contact with illicit fentanyl and similarly dangerous analogues; and

WHEREAS, the IACP is concerned about the overburdening of law enforcement resources already stretched thin by the most significant prescription drug abuse epidemic in history; and

WHEREAS, the IACP is concerned about the diversion of investigatory and prosecutorial law enforcement resources required to investigate and prosecute even more toxic fentanyl exposure cases; therefore, be it

RESOLVED, that the IACP calls on all nations to enact provisions designed to stop the spread the production, trafficking, sale, and distribution of illicit fentanyl; and be it

FURTHER RESOLVED, that the IACP strongly supports proposals that enhance law enforcement's ability to combat opioid diversion, trafficking, and abuse and provide the resources necessary to protect the health and safety of law enforcement and other public safety personnel as they work to protect their communities from the dangers of fentanyl; and be it

FURTHER RESOLVED, that this resolution supports, affirms and aligns, and supersedes prior IACP resolutions on the Dangers of Counterfeit and Diverted Fentanyl to Law Enforcement Personnel, the resulting increased safety requirements and the demand on law enforcement resources, including NDDC.22.T16, 1 NDDC.015.T14, NDDC.013.t2017, NDDC.017.T14, and NDDC.20.T16.



International Association of Chiefs of Police

44 Canal Center Plaza, Suite 200
Alexandria, VA 22314

Direct: 703-836-6767
Main Line: 800-THE-IACP
Fax: 703-836-4543

www.theIACP.org