

SIRT

Serious Incident Response Team

Investigation Summary:

Incident Type: Motor Vehicle Collision (Fatality)

SIRT File No.: 2024-27

Incident Date: November 7, 2024

Agency Involved: Moose Jaw Police Service

Civilian Executive Director: Greg Gudelot

Date of Report: July 8, 2026

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Introduction

On Friday, November 8, 2024, at approximately 12:33 a.m., the Saskatchewan Serious Incident Response Team (SIRT) received a notification from the Moose Jaw Police Service (MJPS) regarding a serious incident involving police. SIRT's Civilian Executive Director accepted the notification as within SIRT's mandate and directed an investigation by SIRT.

On November 7, 2024, at approximately 11:42 p.m., MJPS received a call reporting that a silver Honda Civic was driving erratically and was chasing the caller's vehicle. The caller further reported that these events were preceded by a physical altercation. At approximately 11:44 p.m., MJPS received a second call regarding the same vehicle. At approximately 11:47 p.m., a member of MJPS operating a marked police vehicle observed the Civic headed northbound on Main Street in Moose Jaw at a high rate of speed.

The MJPS member turned to follow the vehicle northbound on Main Street with emergency equipment activated, and at approximately 11:48 p.m., radioed that the Civic had crashed on Main Street. EMS was requested to attend, and one of the vehicle's passengers, a 31-year-old man, was pronounced deceased at the scene. The other occupants of the vehicle, the driver and a second passenger, were conveyed to hospital for assessment and treatment.

Timeline

SIRT was notified of the incident on November 8, 2024, at approximately 12:33 a.m. A SIRT team consisting of the Civilian Executive Director and six SIRT investigators was immediately deployed to Moose Jaw to begin the investigation. On April 13, 2026, the completed investigation was submitted to the Civilian Executive Director for review.

The Investigation

SIRT's investigation was comprehensive and thorough, conducted using current investigative protocols, and in accordance with the principles of Major Case Management. During the course of the investigation, all relevant police and civilian witnesses were interviewed, a collision reconstructionist was engaged to examine the involved vehicle and collision scene, and all relevant documentary, video, and audio evidence was seized.

Six civilian witnesses were interviewed during the investigation, including the two surviving occupants of the of the rolled vehicle, the EMS and fire personnel who attended to the scene to provide care, and the two occupants of the truck being chased by the Civic.

Two police officers were interviewed during the course of SIRT's investigation, the Subject Officer and the second officer assigned to the call, who was operating another MJPS vehicle at the time of the incident and was designated as a Witness Officer. The Subject Officer described the incident, including both the attempt to stop the vehicle and the actions that occurred following the collision, including the provision of care to the injured parties.

A collision reconstruction report completed for SIRT's investigation confirmed that the Civic was occupied by three individuals, with none of the occupants wearing seatbelts at the time of the collision. Calculations based on physical evidence from the scene determined that the Civic was travelling at speeds ranging between 96 km/h and 107 km/h at the time of the collision, and rolled for a distance of approximately 85 meters after contacting a raised centre median on Main Street.

Extensive video footage was obtained during the course of the investigation, from both police and civilian sources. That evidence established that the involved MJPS vehicle was being operated with its emergency lights and siren active, and that the Civic failed to stop for police and fled northbound on Moose Jaw's Main Street at a high rate of speed. The video evidence confirmed the absence of any physical contact between the police vehicle and the Civic, and established that the vehicles were between 12 and 15 seconds apart immediately prior to the Civic colliding with the raised centre median which resulted in the rollover.

An autopsy conducted following the incident determined that the affected person died as a result of blunt force trauma to the head during the course of a motor vehicle collision in which he was ejected from the Civic.

The actions of the individual operating the Civic were the subject of a second, separate investigation and were outside of the scope of SIRT's mandate and investigation, which was focused solely on the actions of police.

Summary

In the weeks leading up to November 7, 2024, two adult males, including the affected person, were involved in a dispute with another adult male, a resident of the Lakeview Trailer Court in Moose Jaw, regarding ownership of a garden tractor. On November 7, 2024, the males contacted another man to enlist his aid in a confrontation with the male who lived in the trailer court. The three arrived at approximately 8:00 p.m. that evening and attended to the man's trailer to confront him. While several of the parties to the confrontation had armed themselves with makeshift weapons, ultimately the physical confrontation occurred without weapons. Following the confrontation, the three males left the trailer court and two of the three males began consuming alcohol.

Approximately one hour later, the three returned to the trailer court in a silver Honda Civic, where they again observed the male with whom they were involved in the dispute. The driver of the Civic parked in front of the man's trailer and began revving the engine to gain his attention. An adult female emerged from the trailer holding a baseball bat and the three males departed the trailer court in the Civic. The resident of the trailer court and the female then departed in a black truck being operated by the female.

Later that evening, the three males, still operating the Civic, observed the black truck and began following it. At approximately 11:42 p.m. and 11:44 p.m., the female driver placed 911 calls to MJPS and reported that the Civic was chasing them and trying to hit them. At this time the affected person was occupying the front passenger seat of the Civic. The call taker from MJPS instructed the female operating the black truck to drive towards the police station, and two members of MJPS operating separate vehicles were dispatched to intercept the two vehicles.

At approximately 11:47 p.m., near the intersection of Fairford Street and Main Street, the occupants of the Civic observed the MJPS vehicle operated by the member later designated as the Subject Officer in SIRT's investigation. The MJPS vehicle had its emergency lights activated, but the Civic turned northbound on Main Street and attempted to evade police. The Subject Officer executed a U-turn and attempted to follow the Civic, but due to the time required to execute the turn, there was a significant distance between the police vehicle and the Civic. The Subject Officer attempted to catch up with the Civic, still headed northbound on Main Street, but was instructed by the second officer to discontinue pursuit as the driver of the Civic had been identified.

The Subject Officer verbally acknowledged the instruction, but continued to follow the Civic at a distance, with the emergency lights and siren on the police vehicle still activated. The Subject Officer indicated that the intent in doing so was to provide other officers with the Civic's direction of travel and to use the police vehicle's emergency equipment to warn other drivers of the vehicle travelling at a high rate of speed.

At the top of the hill on Main Street, the road veers to the right slightly and at approximately 11:48 p.m., the Civic collided with the raised centre median while travelling at a speed calculated to be between 96km/h and 107 km/h and began to roll for a distance of approximately 85 meters. During the collision, the affected person was ejected from the Civic and pinned under the vehicle, which came to a rest on its roof in the left northbound turning lane of Main Street.

Approximately 14 seconds after the collision, the Subject Officer arrived at the location and radioed to the other involved officer that the Civic had crashed. Both the Moose Jaw Fire Department and EMS were contacted, arriving at the collision scene at approximately 11:52 p.m. and 11:56 p.m. respectively. Fire and EMS personnel provided care to the three occupants of the Civic, ultimately transporting both the driver of the Civic and the rear seat passenger to hospital. At approximately 12:06 a.m., the affected person was pronounced deceased at the scene of the collision.

Analysis

Following a full review of the evidence gathered during this investigation, it is clear that at all material times during this incident, the Subject Officer was on-duty and operating a fully-marked MJPS patrol vehicle. Based both on the 911 calls received by MJPS and the Subject Officer's observations of the Civic, the Subject Officer was lawfully placed under *The Traffic Safety Act* to conduct a traffic stop on the Civic. In attempting to stop the Civic, the Subject Officer activated the police vehicle's emergency equipment. Based on the evidence obtained from the surviving passenger of the Civic, the occupants of the Civic were actively attempting to evade police, but were unaware of whether police were still engaged or of the distance between their vehicle and police. Upon the Subject Officer's realization that the vehicle was failing to stop, as it was lawfully required to do, the Subject Officer continued behind the Civic, at a distance, in order to warn other vehicles of the risk posed by the speeding Civic. The reasoning articulated by the Subject Officer is reasonable in light of the manner in which the Civic was being operated, and is responsive to the risk the Civic posed to other vehicles on the road. As, based on the evidence obtained, the occupants of the Civic were unaware of the continued presence or proximity of the police vehicle, the evidence does not establish that the manner in which the Civic was being operated was influenced by any action or inaction on the part of the Subject Officer. Accordingly, there is no reasonable basis to conclude that the actions of police caused or contributed to the

collision that ultimately led to the death of the affected person. As there are no grounds to believe that the Subject Officer committed any *Criminal Code* offence during the course of this incident, no charges will be laid.

Decision

There being no grounds to believe an offence was committed by any police officer, SIRT's involvement with this matter is concluded without referral to the Attorney General for Saskatchewan in accordance with S.91.08(10)(a) of *The Police Act, 1990*.

Original Signed

Greg Gudelot
Civilian Executive Director
Serious Incident Response Team (SIRT)

July 8, 2026

Date of Report