

Melbourne International Vehicle Crime Conference

Understanding the New Car Crime

(and what's required to deal with it)

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Introduction to the new car crime



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The car crime continuum: theft motivation



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Short term use

Transport
Joy-riding
Vandalism

Mixed

Commit other crime
Scrap value
Minor strips
Older re-birthing
Minor fraud

Profit

Large scale re-birthing
Major strips
Export
Major fraud

The car crime continuum



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Vehicle Value

Low

Low-Medium

Medium-High

% Recovered

Very High

Medium

Very Low

Theft
Motivation

Short term use

Mixed

Profit

Community
practices

Secure
older
vehicles

Young
people

Registration
practices

Registration
practices

Vehicle ID

Interventions

Young
people

Effective
investigation

Secure
older
vehicles

Effective
investigation

Industry
practices

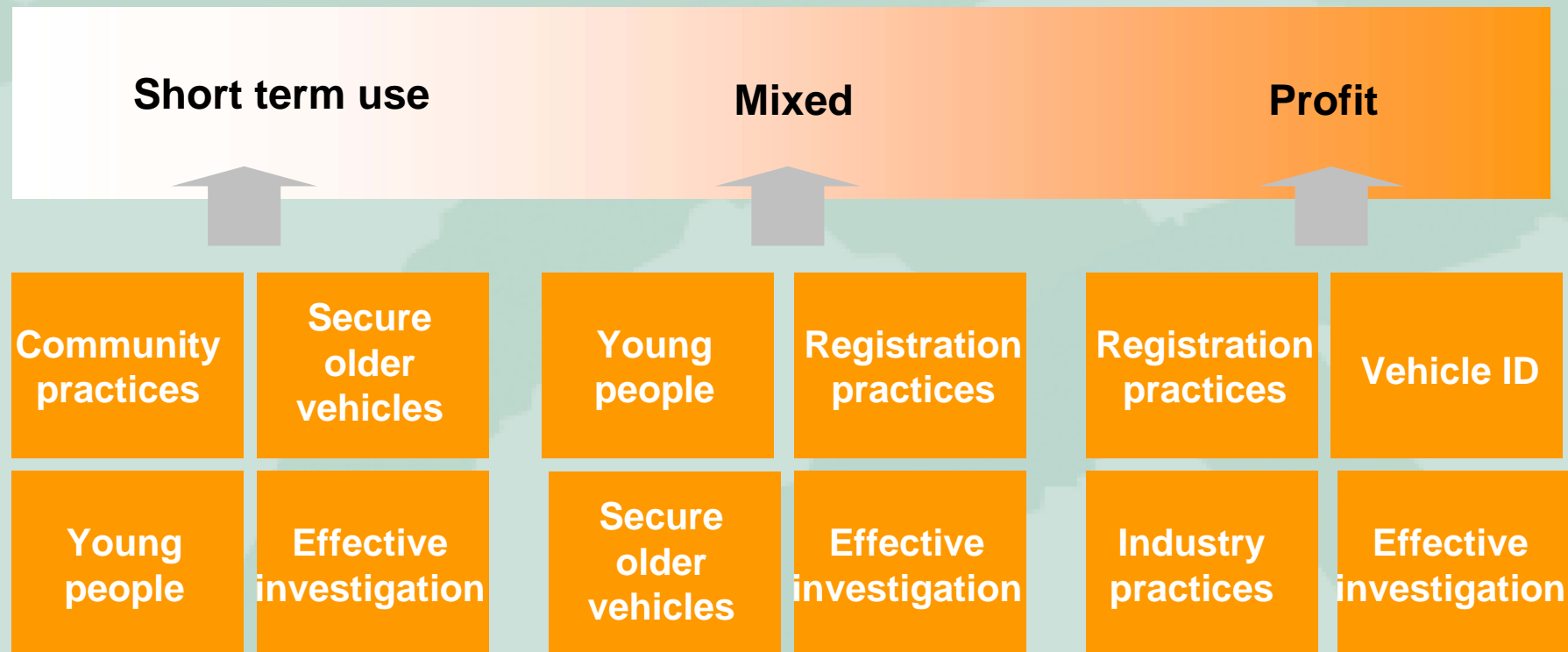
Effective
investigation

The inter-relationship of intervention strategies



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Interventions to counter theft for profit



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**Registration
practices**

Vehicle ID

**Industry
practices**

**Effective
investigation**

Interventions to counter theft for profit



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Registration practices

- NVOI – 2001
- NEVDIS – 2002
- WOVR – 2004
- VIV – 2004

Interventions to counter theft for profit



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Vehicle Identification

- Secure compliance label
- WOV microdot ID

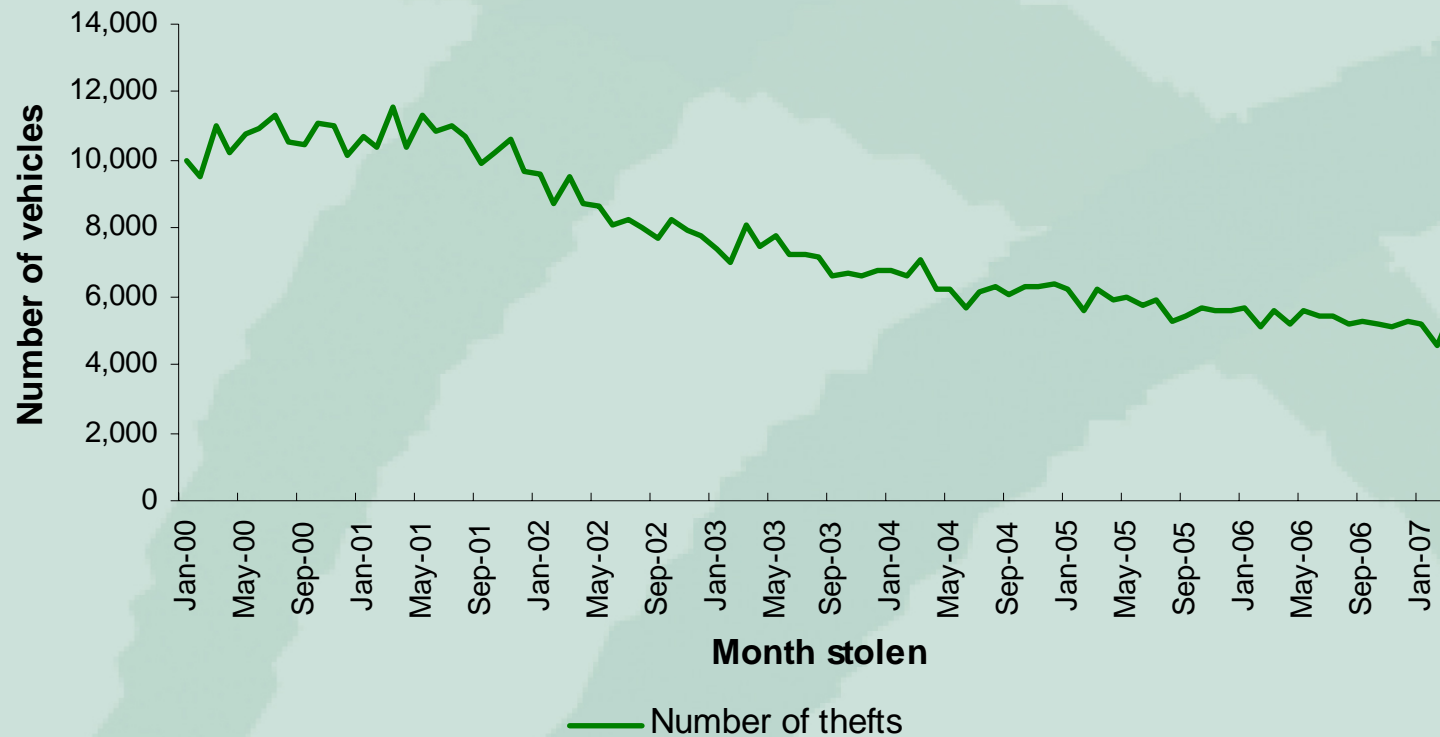
The changing face of vehicle theft



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Figure 1: Australia - Passenger/light commercial vehicles stolen by month, January 2000 - March 2007



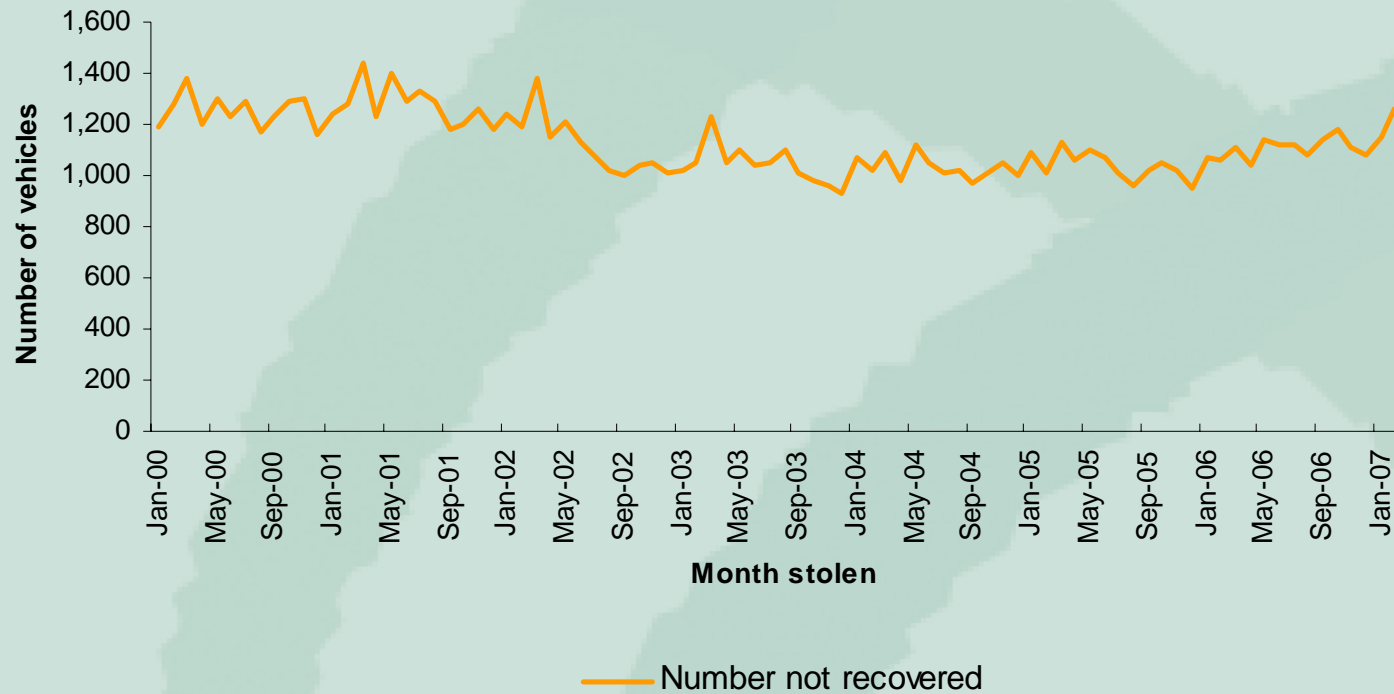
The changing face of vehicle theft



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Figure 2: Passenger/light commercial vehicles not recovered by month, January 2000 - March 2007



The changing face of vehicle theft



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Year	0 - 5 Yrs	6 - 10 Yrs	11+ Yrs
2000	2,746	2,638	9,303
2001	3,031	2,677	9,333
2002	2,729	2,475	8,008
2003	2,122	2,448	7,695
2004	1,828	2,537	7,754
2005	1,669	2,505	8,141
2006	2,028	2,659	8,399

What Do We Know?



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- While theft is down nearly 50% - total non recoveries are only down marginally
- Motorcycle theft is increasing
- Traditional re-birthing is increasingly difficult (particularly for post 2002 models)
- There has been a shift towards non recovery of older vehicles
- There has been a shift towards use of parts

Where are the gaps?



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- Theft of keys
- Using parts to re-build, repair & upgrade
- Using parts to re-build repairable write-offs
- Retail, wholesale & private sales of stolen parts
- Cloning existing cars
- Re-birthing using non WOVR & 10+ Yr old cars
- Export of cars and parts
- Theft for scrap

Strategies going forward



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- Gain a better understanding of the dynamics of vehicle crime
- Monitor and assess WOVR & VIV systems
- Secure adoption of WOVM
- Improve motor industry practices
- Consider ban on registration of all written-off vehicles

Strategies going forward



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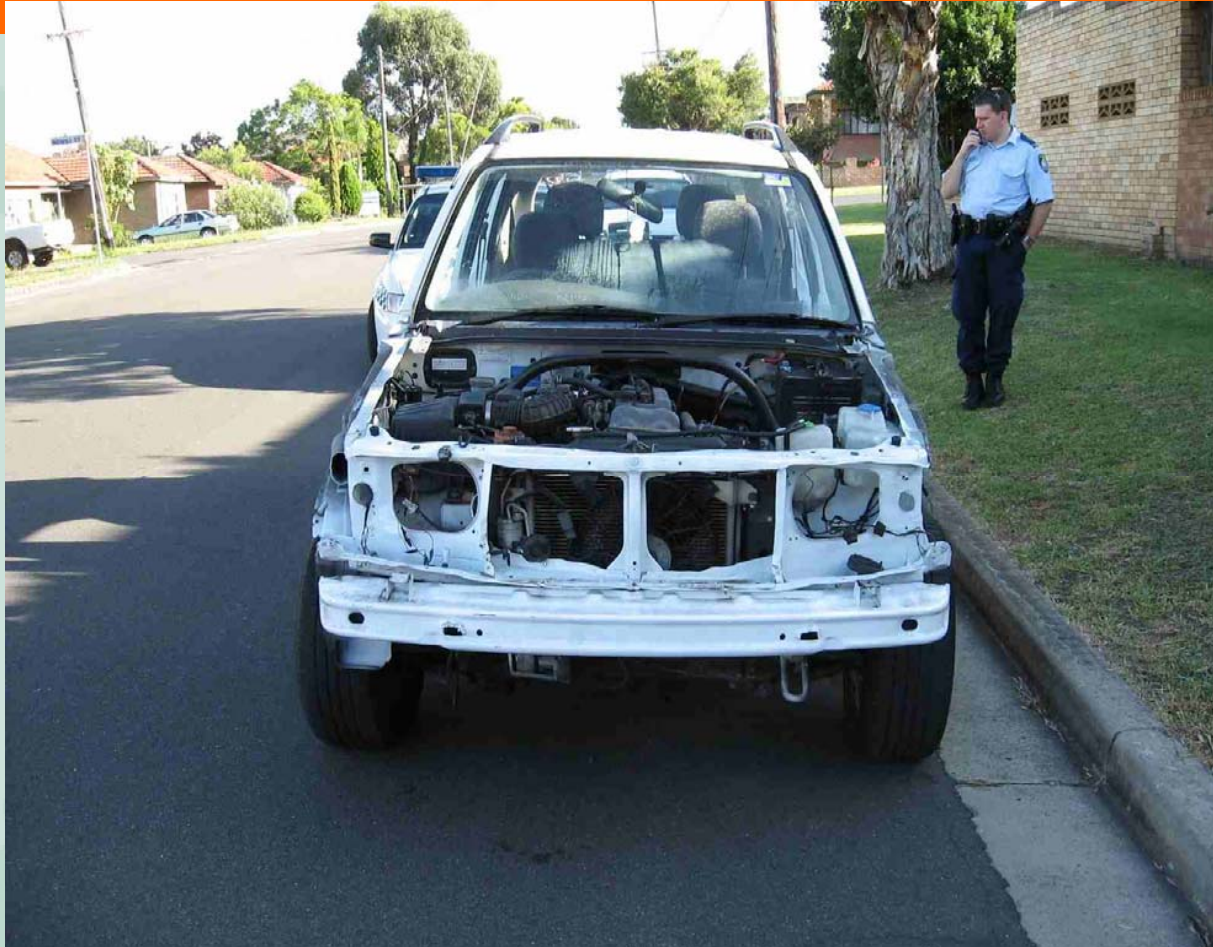
- Empower consumers
- Look to better regulation/enforcement for scrap/repair industry and non licensed operators?
- Adopt electronic solutions (EVI – Tracking - Smart keys)
- Seek a truly national intelligence commitment supported by committed investigative resources

In conclusion



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