



National Motor Vehicle
Theft Reduction
Council

Motor vehicle theft and ancillary crime in Queensland

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Informing Australia
on vehicle crime.

Report outline

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Title	Motor vehicle theft and ancillary crime in Queensland
Address	National Motor Vehicle Theft Reduction Council Suite 1, 50-52 Howard Street North Melbourne Victoria 3051
Email	info@carsafe.com.au
Type of report	Research report
Objectives	To analyse a sample of short-term (recovered) motor vehicle theft incidents reported to Queensland Police Service to identify links to associated crimes and wider impacts
TRC program	Better data
Key milestones	Report completed
Abstract	<p>Vehicle theft is no longer a single crime; it is now often at the centre of a more complex mix of offending with stolen cars being used in the commission of a range of other crimes.</p> <p>The NMVTRC was advised of anecdotal reports from police in several regions of Australia that thieves are retaining the use of vehicles that will ultimately be recovered for extended periods. A subsequent NMVTRC analysis found that nationally, the percentage of stolen passenger and light commercial vehicles recovered within 7 days has declined from 80 per cent in 2000/01 to just 68 per cent in 2019. In the larger states, the median number of days to recovery has increased from 1 to 3 days.</p> <p>To better understand how stolen vehicles are being used and quantify the harm caused, the NMVTRC's CARS team has analysed a random sample of stolen vehicle incidents reported to Queensland Police Service (QPS) in 2019 to identify links to associated crimes and the related wider impacts.</p> <p>The report findings provide sound evidence of the compounding nature of vehicle crime and the potential harm caused from a single vehicle theft incident.</p>
Purpose	To better quantify the harm caused by short-term motor vehicle theft incidents and potentially inform a revised taxonomy for classifying vehicle theft overall that highlights the complex nature of the crime
Key words	Motor vehicle theft; vehicle crime; ancillary use; short-term; recovered; police

Summary

Introduction

Increasingly vehicle theft is not just a single crime; it is often at the centre of a more complex mix of offending that may also involve a range of second and third high-harm, high impact crimes. These include significant road safety risks such as dangerous driving; other crimes against a person (such as an assault or abduction); subsequent property crimes (such as an aggravated burglary, robbery or arson); other forms of theft (fuel drive offs, toll evasion); and a wide variety of fraudulent activity such as identity and finance fraud or staged collisions.

To better understand how stolen vehicles are being used and quantify the harm caused, the NMVTRC's Comprehensive Auto-Theft Research Service (CARS) has analysed a random sample of stolen vehicle incidents reported to Queensland Police Service (QPS) in 2019 to identify links to associated crimes (ancillary crimes) and the related wider impacts. Further to this, stolen vehicle detections by an automatic number plate recognition device (ANPR) or traffic cameras were reviewed to determine if the vehicle was involved in high risk behaviour and/or in any accidents before being recovered.

It should be noted that throughout the report comparisons are made with Victoria, where a similar analysis was conducted.

Methodology

The NMVTRC provided QPS with a random sample of passenger/light commercial vehicle (PLC) thefts which took place in 2019. QPS then matched their data against the random sample and in March 2021 provided data for the ancillary crime research. Using the QPS Occurrence number, each Sub Incident for theft of motor vehicle theft and associated offending data specific to each vehicle was recorded using the coding headings provided by NMVTRC. The analysis was based on a total of 358 PLC thefts with 197 from metropolitan and 161 from non-metropolitan areas analysed.

One limitation of this study is that it may underestimate the full extent of related offending both by the deployment of false or stolen plates and/or happenstance, i.e., the offender used the vehicle in a manner that somehow avoided further detection.

Conclusion

Half of the vehicles stolen were involved in an ancillary offence before the stolen vehicle was recovered. Stolen vehicles were linked to 33 different types of serious offences, including traffic offences which were not considered 'traditional' offences (e.g. traffic crashes and complaints). 'Offences against the property' were the most common major ancillary offences (136 offences) followed by 'driving/traffic/registration related offences' with 26 offences.

Three quarters of vehicle thefts were detected on a mobile ANPR device or a camera. They were mainly captured on either traffic or other cameras which may imply that offenders were speeding while driving the stolen vehicle, thereby increasing the risk of having an accident and causing further harm.

Thirteen per cent of the sample (47 out of the 358) were also involved in an accident which either involved another moving vehicle, pedestrian and/or stationary property. Accidents captured from the sample were fatal in one case however there were six other cases with human casualties. These outcomes provide evidence that vehicle theft can cause serious harm either in the way of ancillary offences, damage to other property or injuring people.

Further data analysis revealed that in one in five of cases, the keys were accessed from the vehicle (57 cases, 19%), which should be a warning to car owners to not leave their keys in the vehicle. This included vehicles being left running unattended and some with keys left on the driver's seat. The findings support previous research which showed that in most cases thieves will avoid confrontation, with only a handful of cases where the offenders asked for the keys. Most offenders were adults and mainly males who were acting alone in their offending.

Recommendations

The report's findings provide sound evidence of the compounding nature of vehicle crime and the potential harm caused from a single vehicle theft incident. It is recommended that the NMVTRC consider a revised taxonomy for classifying vehicle crime which makes clear the wider impacts of stolen recovered vehicle theft to counteract the perception of it being a typically 'victimless' and less serious crime. This analysis was first conducted in Victoria. It is also recommended that similar analysis be conducted in other States/Territories to bolster the sample size and determine any differences between jurisdictions.

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1. Motor vehicle theft and ancillary crimes

- Half of the vehicles stolen (51%) were used in another crime before being recovered (Table 1.1). This compares to one third (35%) of stolen vehicles in Victoria being used in another crime prior to recovery.
- Data was recorded on all offences and then the major offences per stolen vehicle were flagged. Offences against property made up the greatest number of offences followed by driving/traffic/registration related offences (Table 1.2). This table has included traffic offences which are not considered 'traditional' offences. A list of these offences can be found italicised in table 1.3. Similarly, in Victoria, offences 'against the property' were the most common serious ancillary crimes associated with vehicle theft.
- The top major ancillary offences that stolen vehicles were involved with before being recovered included stealing from other buildings (including ATM transactions) (31%) and evading police (10%), followed by theft from a vehicle (9%) and arson-related offences (7%) (see Table 1.3).
- There was an extensive list of 43 different types of known ancillary offences involved in the 181 theft cases involving an ancillary offence. Nine of these offences are not considered traditional "offences" and have been highlighted in table 1.3.
- In almost three fifths of cases, the major ancillary offence was committed on the same day or the day after the vehicle was stolen (58%) and four fifths were committed less than one week from when it was stolen (82%) (Table 1.4). In Victoria, it appears that offenders are holding onto the vehicle for longer and committing the ancillary crimes at a later time than Queensland, with 37 per cent of Victorian cases committing the major ancillary offence on the same day or the day after the vehicle theft.
- Only 14 (4%) of the major offences were committed in the same suburb as the original theft.
- Two thirds (66%) of stolen vehicles linked to another offence were stolen from a residential location. This is higher than the 61 per cent of vehicles stolen from a residential location in Queensland overall. In Victoria, the proportion of stolen vehicles involved in an ancillary offence that were stolen from a residential location is less than Queensland (53%) (Table 1.5).
- After the vehicle was stolen, almost one quarter of major offences occurred between midnight and 4am (23%). This compares to 18 per cent of PLC vehicle thefts generally in Queensland occurring between midnight and 4am. Comparatively in Victoria, the rate of major offences occurring between midnight and 4am was similar (26%).
- Contrary to vehicle theft alone, a large proportion of major offences were committed during the day with one in three (34%) occurring between 8am and 4pm (Table 1.6).
- In 82 of the 181 ancillary offences (45%), the number of offenders was not known. When it was known, 46 per cent recorded two or more offenders being involved in the vehicle theft compared with 22 per cent recording two or more offenders for the most serious offence. In Queensland, vehicle thefts appeared to involve a higher rate of offenders compared with Victoria, which recorded 36 per cent involving two or more offenders in the vehicle theft (Table 1.7).
- The majority of offenders were adults (where age was known) and males (where sex was known) (Table 1.8 -1.9). In Victoria, offenders were also mainly adults but the proportion of juveniles was less than that of Queensland. The sex of offenders was similar in Victoria and Queensland.
- Charges or arrests were made in 50 per cent of the ancillary offences at the time of the research and this was similar to Victoria. (Table 1.10).

1.1 Number and proportion of vehicle thefts involved in an ancillary offence

Ancillary offence committed	Number of thefts	% of thefts
Yes	181	51%

No	177	49%
Grand Total	358	100%

1.2 Number of offences for major ancillary offence committed, by offence categories

Major offence	Number of thefts	% of offences
Offences against property	136	75%
Driving/traffic/registration related offences	23	13%
Offences against justice procedures	9	5%
Drug offences	6	3%
Offences against the person	6	3%
Unknown	1	1%
Grand Total	181	100%

1.3 Number of vehicle thefts for each major ancillary offence committed

Major offences	Number of thefts	% of thefts
Stealing from other specified buildings (including ATM transactions)	85	31.0%
Type 1b Evade Police – Pursuit Policy	27	9.9%
Vehicles, stealing from/enter with intent	25	9.1%
Arson - aircraft or motor vehicle	19	6.9%
Shop stealing; unlawfully take away goods	12	4.4%
Burglary, with breaking	10	3.6%
Prescribed offence – Dangerous operation of a vehicle	8	2.9%
Wilful damage, not elsewhere classified	5	1.8%
dangerous operation of a vehicle	5	1.8%
Drug - Possess and/or use dangerous drugs	4	1.5%
Motor vehicle - steal; unlawfully use; possess	4	1.5%
Robbery; armed	4	1.5%
Enter with intent; other premises; with breaking	4	1.5%
Possess; receive; dispose of tainted property (including money laundering)	3	1.1%
Possession of property suspected stolen	2	0.7%
Drug Driving	2	0.7%
Robbery; unarmed	2	0.7%
Drug*	2	0.7%
Enter with intent; shop; with breaking	2	0.7%
Type 2A – Unregistered and uninsured	2	0.7%
Fraudulent disposition of encumbered goods	1	0.4%
Public Nuisance - Violent	1	0.4%
Steal from the person	1	0.4%

Robbery; unarmed; in company	1	0.4%
Impersonate Police	1	0.4%
Drugs offences (other)	1	0.4%
Stealing (other)	1	0.4%
Police Pursuit - Pursuit Policy	1	0.4%
Fraud involving Counterfeit cards	1	0.4%
Identity Fraud - Use of another identity	1	0.4%
Motor vehicle - attempted steal/unlawfully use	1	0.4%
Vehicles - other; steal; unlawfully use	1	0.4%
Fraud involving bank cards; credit cards; etc. (excluding ATM transactions)	1	0.4%
Forge; utter (other)	1	0.4%
Traffic crash - Hit and run	18	6.6%
Traffic complaint - Hooning	3	1.1%
Traffic Crash - No injury	3	1.1%
Traffic complaint, Dangerous driving	2	0.7%
Traffic Crash - Departmental	2	0.7%
Traffic crash - With injury	1	0.4%
Driving whilst unlicensed	1	0.4%
Traffic Crash - Fatal	1	0.4%
Traffic complaint (other)	1	0.4%
Unknown	1	0.4%
Total	274	100.0%

*Possess things for use; or used in the administration; consumption; smoking of a dangerous drug

1.4 Number and cumulative proportion of days between the vehicle theft date and the major ancillary offence

Number of days	Number of thefts	Cumulative % of thefts	Cumulative % of thefts (known)
0	46	25%	28%
1	51	54%	58%
2	16	62%	68%
3	11	69%	74%
4	7	72%	78%
5	3	74%	80%
6	3	76%	82%
7 to 14	15	84%	91%
15 to 30	7	88%	95%
31 to 60	4	90%	98%
61 to 90	4	92%	100%

Unknown	14	100%	-
Total	181	-	-

1.5 Type of theft location of stolen vehicles when involved in an ancillary offence(s)

Theft location	Number of thefts	% of thefts
Residential	119	66%
Street	33	18%
Business/Commercial/Government services	15	8%
Shopping centre	6	3%
Car Park	3	2%
Outdoor space/facilities	3	2%
Other	2	1%
Grand Total	181	100%

1.6 Time of day for the major ancillary offence, by 4-hour categories

Time categories	Number of thefts	% of thefts	% of thefts in QLD
12:00 - 3:59 am	35	23%	18%
4:00 - 7:59 am	19	13%	8%
8:00 - 11:59 am	29	19%	12%
12:00 - 3:59 pm	25	16%	13%
4:00 - 7:59 pm	19	13%	22%
8:00 - 11:59 pm	25	16%	28%
Total	152	100.0%	100%

*Time of day was unknown in 29 cases

1.7 Number of offenders of vehicle theft or most serious offence, when involved in an ancillary offence(s)

Number of offenders	Motor vehicle theft*		Most serious offence**	
	Number of thefts	% of thefts	Number of thefts	% of thefts
1	72	54%	77	78%
2	29	22%	16	16%
3	16	12%	3	3%
4 or more	17	13%	3	3%
Grand Total	134	100%	99	100%

*Number of offenders was unknown in 47 cases, **Number of offenders was unknown in 82 cases

1.8 Age of offenders of vehicle theft or most serious offence, when involved in an ancillary offence(s)(where known)

Age of offenders	Motor vehicle theft*		Most serious offence**	
	Number of thefts	% of thefts	Number of thefts	% of thefts
Adults (18+ yrs)	91	68%	74	78%
Both juveniles and Adults	24	18%	3	3%
Juvenile (<=17 yrs)	19	14%	18	19%
Grand Total	134	100%	95	100%

*Age of offenders was unknown in 47 cases, **Age of offenders was unknown in 86 cases

1.9 Sex of offenders of vehicle theft, when involved in an ancillary offence(s)(where known)

Sex of offenders	Motor vehicle theft*		Most serious offence**	
	Number of thefts	% of thefts	Number of thefts	% of thefts
Males only	84	63%	70	72%
Females only	19	14%	17	18%
Both males and females	31	23%	10	10%
Grand Total	134	100%	97	100%

*Sex of offenders was unknown in 47 cases, **Sex of offenders was unknown in 86 cases

1.10 Number of vehicle thefts where offenders were reported charged/arrested for the major ancillary offence committed

Charged/arrested for major ancillary offence	Number of thefts	% of thefts
No	86	50%
Yes	86	50%
Grand Total	172	100%

*Charged/arrested data was unknown in 9 cases

2. Motor vehicle theft and camera detection

- One in three stolen vehicles not involved in an ancillary crime were recorded on an ANPR device or traffic camera before they were recovered (57 of 177, 32%). However, when the motor vehicle theft was involved in an ancillary offence, three quarters (135 of 181, 75%) had some form of ANPR or camera detection. (Table 2.1). ANPR or camera detection was much higher in Queensland compared to 28 per cent of vehicle thefts involving an ancillary offence being detected by a camera or ANPR in Victoria (Table 2.1).
- Among the 135 cases where an ancillary offence was detected, 124 had either some form of camera detection (traffic and/or other camera), 10 were detected on mobile ANPRs and camera and one detected only on an ANPR. (Table 2.1).
- Among the 181 cases where motor vehicle theft was not linked to an ancillary crime, 48 were detected by some form of camera, five detected on ANPR and cameras and only four on ANPRs (Table 2.1).
- Some further data on motor vehicle theft and camera detection was recorded, however, this was not directly linked to the vehicle theft dataset so the involvement of ancillary offences cannot be determined. Of the vehicle thefts that had known camera detections, more than half (55%) had one or two detections compared to 87 per cent in Victoria. Almost half of the camera detections of the stolen vehicle occurred across a number of days (47%) which is more than double the rate found in Victoria (22%) (Table 2.3).
- Over one in three (37%) were detected by fixed ANPRs. The relationship of these cases with those with mobile ANPR, traffic or other cameras is unknown as the data was not linked.

2.1 Types of ANPRs and cameras detecting stolen vehicles

Detection	MVT alone	MTV and ancillary offences
ANPR detection OR Camera	57	135
<i>Camera detection only</i>	48	124
<i>ANPR detection only</i>	4	1
<i>ANPR detection AND Camera detection</i>	5	10
No ANPR or camera detection recorded	120	46
Grand Total	177	181

The following tables were provided with no links to the motor vehicle theft data so the numbers will vary.

2.2 Number of camera detections by theft proportion for vehicles recorded on an ANPR or traffic camera

Camera detection	% of thefts
Yes – 1 detection	36%
Yes – 2 detections	19%
Yes – 3 detections	12%
Yes - 4 or more detections	33%
Grand Total	100%

2.3 Number of separate days the stolen vehicle was detected

Camera detection	% of thefts
1	53%
2	24%
3	11%
4 or more	12%

3. Motor vehicle theft and accident involvement

Data in this section was supplied without a direct link to the motor vehicle theft dataset. As such, accident involvement cannot be linked to the use of a stolen vehicle in ancillary crimes.

- Forty-seven stolen vehicles (13%) were involved in an accident before being recovered (Table 3.1). This is very similar to the proportion found in Victoria (14%). In 2005/06, research in Queensland found that 1 per cent of stolen vehicles were involved in a road crash (Gilson, 2009)
- Over half (53%) of these vehicle thefts involved another vehicle in the accident. The majority of these accidents involved one other vehicle. Twenty-eight cases (60%) involved stationary property including fences, trees, stationary vehicles and buildings (Table 3.2 and 3.3).
- There was one case with two human fatalities and a total of eight cases with at least 17 casualties (Table 3.4). Four cases involved six innocent third-party individuals not in the stolen vehicle, but no pedestrians were involved in the accidents.
- There were no known police fatalities but one police casualty. Five cases involved an ambulance attending the scene and five cases where injured parties were transported to hospital. Six QPS vehicles were damaged in these 47 cases.

3.1 Number of vehicle thefts involved in an accident before being recovered

Involved in accident	Number of thefts	% of thefts
No	284	80%
Unknown	26	7%
Yes	47	13%
Total	357	100%

3.2 Involvement of any other vehicles in an accident

Other vehicles involved	Number of thefts	% of thefts
No	22	47%
Yes	25	53%
Yes – 1 vehicle involved	19	40%
<i>At least 1 stationary vehicle</i>	4	
Yes – 2 vehicles involved	5	11%
<i>At least 1 stationary vehicle</i>	2	
Yes – 3 vehicles involved	1	2%
Grand Total	47	100%

3.3 Involvement of stationary property in an accident

Stationary property involved	Number of thefts	% of thefts
Yes	28	60%
Fence	4	14%
Stationary vehicle	4	14%
Fence and stationary vehicle	1	4%
Building (shop/house/garage/carport) and stationary vehicle	2	7%
Building (shop/house/garage/carport) and fence	1	4%
Tree	4	14%
Road sign or guard rail	3	11%
Road sign or guard rail and concrete bollards	1	4%
Light/power pole, utility box or traffic light control	2	7%
Fence and tree	1	4%
Other	5	18%
Trailer attached to another vehicle	1	
Culvert	1	
Gutter	1	
Dirt mound	1	
Large steel grate	1	
No	19	40%
Grand Total	47	100%

3.4 Involvement of human fatalities and casualties in an accident

Human fatalities and casualties involved	Number of thefts	% of thefts
No	39	83%
Casualties		
Yes – 1	3	6%
Yes – 2*	2	4%
Yes – 3	1	2%
Yes – 6	1	2%
Unknown	1	2%
Grand Total	47	100%

*One case involved in 2 fatalities and 2 casualties

4. Methods of motor vehicle theft and the use of car keys

- The randomly selected sample had a similar theft location profile compared to PLC thefts in Queensland in 2019 generally. Just under two thirds (62%) of vehicles in the dataset were stolen from the residence followed by 20 per cent from the street. Queensland had a higher rate of vehicle theft from a residential location than Victoria (48% residential location of theft (Table 4.1 and 4.2)).
- Among the 296 cases where the method of theft was known, 48 per cent of keys were accessed from the residence, closely followed by 19 per cent from keys left in the vehicle and 10 per cent accessing keys from another location (Table 4.3).

4.1 Vehicle theft in the random sample, by type of theft location

Theft Location	Number of thefts	% of thefts
Residential	222	62%
Street	71	20%
Business/Commercial/Government Services	33	9%
Shopping Centre	11	3%
Car Park	9	3%
Outdoor Space/Facilities	5	1%
Passenger Transport	4	1%
Other	2	1%
Unspecified	1	0%
Grand Total	358	100.0%

4.2 Vehicle theft in Queensland, by type of theft location

Theft Location	Number of thefts	% of thefts
Residential	8,666	61%
Street	2,788	20%
Business/Commercial/Government Services	1,550	11%
Shopping Centre	362	3%
Outdoor Space/Facilities	239	2%
Other	226	2%
Car Park	214	2%
Passenger Transport	149	1%
Unspecified	26	0%
Petrol Station	10	0%
Grand Total	14,230	100%

4.3 Method of vehicle theft (where known)

Method of vehicle theft	Number of thefts	% of thefts
Access keys from residence	143	48%
Keys left in vehicle	57	19%
Access keys from other location	28	10%
Other - please record in the free text field	25	8%
Rented and not returned	19	6%
Accessed keys -unknown location	11	4%
Carjacking	6	2%
Towed/pushed away	5	2%
Taken while on test drive	1	0%
Hot-wired vehicle	1	0%
Grand Total	296	100.0%

5. Offender demographic data

- Where known, almost six in ten thefts (57%) involved one offender with a further 21 per cent involving two offenders (Table 5.1).
- Of the 48 cases where there were three or more offenders, 37 (77%) were thefts that occurred at a residential location. There was only a small number of theft cases where the offender asked for the keys (28 thefts), 11 of which were those being stolen from a residential location (Table 5.2 and 5.3).
- Overall, the majority of offenders (where known) were adults (18 years or older) (69%) with 16 per cent involving juvenile suspects (17 years old or younger) (Table 5.4).
- When offenders were only adults, over half (81 of 150, 56%) of thefts occurred at a residential location. However, when juveniles were involved, more than three quarters of thefts were from a residential location. (Table 5.5).
- Almost two thirds (64%) were male offender. Around one in five involved both males and females (multiple offender thefts) and in only one in six (16%) cases were female offenders acting alone (Table 5.6 and 5.7).

5.1 Number of offenders involved in the vehicle theft (where known)

Number of offenders	Number of thefts	% of thefts
1	124	57%
2	45	21%
3	23	11%
4 or more	25	12%
Grand Total	217	100%

*In 141 of cases (39%) the number of offenders was not known.

5.2 Number of offenders involved in the vehicle theft (where known), by theft location

Theft location	Number of offenders				Total
	One	Two	Three	Four or more	
Residential	67	29	15	22	133
Street	23	8	5	2	38
Business/Commercial/Government Services	18	1	2	1	22
Shopping Centre	6	3			9
Car Park	5	1	1		7
Passenger Transport	2	2			4
Outdoor space/facilities	3				3
Other		1			1
Grand Total	124	45	23	25	217

5.3 Number of offenders asking for car keys, by theft location

Theft location	Number of thefts	% of thefts
Residential	11	39%
Business/Commercial/Government Service	10	36%
Passenger Transport	3	11%
Shopping Centre	3	11%
Street	1	4%
Grand Total	28	100.0%

5.4 Age of offenders asking for car keys (where known)

Offender age	Number of thefts	% of thefts
Adults (18+ years old)	150	69%
Juvenile (<=17 years old)	35	16%
Juveniles and adults	32	15%
Grand Total	217	100%

5.5 Age of offenders involved in the vehicle theft (where known), by theft location

Theft location	Adults (18+ years old)	Juveniles (<=17 years old)	Juveniles and adults	Total
Residential	81	27	26	134
Street	28	6	4	38
Business/Commercial/Government Services	19	2		21
Shopping Centre	8		1	9
Car Park	6		1	7
Passenger Transport	4			4
Outdoor space/facilities	3			3
Other	1			1
Grand Total	150	35	32	217

5.6 Sex of offenders asking for car keys (where known)

Offender gender	Number of thefts	% of thefts
Males only	139	64%
Both males and females	44	20%
Females only	34	16%
Grand Total	217	100%

5.7 -Sex of offenders involved in the vehicle theft, by theft location (where known)

Theft location	Males and females	Females only	Males only	Total
Residential	32	18	84	134
Street	7	6	25	38
Business/Commercial/Government Services		7	14	21
Shopping Centre	3	2	4	9
Car Park		1	6	7
Passenger Transport	2		2	4
Outdoor space/facilities			3	3
Other			1	1
Grand Total	44	34	139	217

6. Motor vehicle theft from a residential location

- A focus on thefts from a residential location showed that in two in three (66%) cases keys were accessed from the residence (where method of theft was known). A further 17 per cent were stolen using keys left in the vehicle (Table 6.1).
- Of those that used keys, the keys were taken from several places within the home including the kitchen (42%), on a hook, in the bedroom, in a handbag, hidden out of sight or on a hall table (Table 6.2).
- In eight out of ten cases, there was someone present at the time the vehicle was stolen and in two fifths of these cases, only one person was present (Table 6.3).
- In four out of five cases, the victim was not aware that an offender was present and only in a small number of cases (3) experienced violence or victims were threatened. In three separate cases the offenders asked the victims for the keys (Table 6.4-6.6).
- Half of vehicles stolen from a residential location were taken by only one offender. Three fifths of offenders were adults (60%) and 87 per cent involved male offenders (71%) (Table 6.7-6.10).

6.1 Method of vehicle theft from a residential location (where known)

Method of theft	Number of thefts	% of thefts
Access keys from residence	129	66%
Keys left in vehicle	33	17%
Access keys from other location	11	6%
Rented and not returned	11	6%
Accessed keys -unknown location	6	3%
Carjacking	4	2%
Towed/pushed away	1	1%
Grand Total	195	100%

*27 had an unknown method of theft

6.2 Residential location where the car keys were stolen from (where known)

Location	% of thefts
Kitchen	42%
Other	30%
On a key hook	8%
Bedroom	8%
In a handbag/purse	7%
Hidden out of sight	3%
On a hall table	2%
Total	100.0%

6.3 Number of vehicle thefts based on victim(s) being present

Victim's present?	Number of thefts	% of thefts
Yes	96	79%
Yes - 1 person	37	17%
Yes - 2 people	37	17%
Yes - 3 people	13	6%
Yes - 4 people	9	4%
No	25	21%
Grand Total	121	100%

*101 cases were unknown

6.4 Number of vehicle thefts based on victim(s) being aware of the offender(s)' presence

Victim's aware of offender presence?	Number of thefts	% of thefts
No	75	78%
Yes	17	18%
Unknown	4	4%
Grand Total	96	100%

*4 cases were unknown

6.5 Number of vehicle thefts where violence was used, or victim(s) threatened

Violence used, or victim(s) threatened?	Number of thefts	% of thefts
No	93	97%
Yes	3	3%
Grand Total	96	100%

6.6 Number of vehicle thefts where offenders asked for the keys

Asked for keys?	Number of thefts	% of thefts
No	90	94%
Yes	3	3%
Unknown	3	3%
Grand Total	96	100%

6.7 Number of offenders involved in the vehicle theft (where known)

Number of offenders	Number of thefts	% of thefts
1	67	50%
2	29	22%
3	15	11%
4 or more	22	17%
Grand Total	133	100%

6.8 Age of offenders involved in the vehicle theft (where known)

Offender age	Number of thefts	% of thefts
Adults	81	60%
Juveniles	27	20%
Juveniles and adults	26	19%
Grand Total	134	100.0%

6.9 Gender of offenders involved in the vehicle theft (where known)

Offender gender	Number of thefts	% of thefts
Males only	84	63%
Males and females	32	24%
Females only	18	13%
Grand Total	134	100%

6.10 Age and gender of offenders involved in the vehicle theft, by theft location (where known)

Offender Age and Gender	Adults (18+ years old)	Juveniles (<=17 years old)	Juveniles and adults	Total
Males only	53	21	9	83
Males and females	13	3	16	32
Females only	14	3	1	18
Grand Total	80	27	26	133

7. References

Gilson, A (2009). *Motor Vehicle Theft and Road Crashes in Queensland 2000/2001 - 2005/2006* (unpublished research report)