



National Motor Vehicle
Theft Reduction Council

CONSTANT, PERSISTENT, CONSISTENT.

ANNUAL REPORT 2016

The NMVTRC is an initiative
of Australian governments
and the insurance industry

VISION

To achieve the lowest rate of motor vehicle theft in the developed world, thereby improving Australia's economic and social well-being.

MISSION

To deliver a culture of continuous and sustainable vehicle theft reduction in Australia by advancing reform and cooperation between industry, government and community stakeholders.

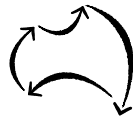
OPERATING PHILOSOPHY

The NMVTRC is committed to developing close partnerships and common goals with stakeholders through the promotion of the economic and social benefits of reduced vehicle theft. Its credibility will be judged by the quality of its proposals for change.

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Letter of Transmittal



National Motor Vehicle
Theft Reduction Council

31 October 2016

Ministers responsible for NMVTRC business*

The Hon. Troy Grant MP
The Hon. Michael Gunner MLA
The Hon. Liza Harvey MLA
The Hon. Rene Hidding MP
The Hon. Peter Malinauskas MLC
The Hon. Lisa Neville MP

Insurance Council of Australia President

Mr Mark Milliner

In accordance with the Rules of Association of the National Motor Vehicle Theft Reduction Council Inc.,
I have pleasure in submitting the NMVTRC's Annual Report for the year ended 30 June 2016.

Yours sincerely,

David M Morgan
Chairman

* At the time of printing the re-elected ACT Government had not appointed a minister for NMVTRC business.

NMVTRC Members



David Morgan

Independent Chair



James Hurnall

Federal Chamber of Automotive Industries



Andrew Lee

Department of Transport
WA (Austroads)



Mark Borlace

Royal Automobile Association
(SA) (Australian Automobile
Association)



Murray Chapman

NSW Police (Law, Crime and
Community Safety Council)



Richard Dudley

Motor Trades Association
of Australia



Karl Sullivan

Insurance Council of Australia



Paul Tomic

Insurance Australia Group
(Insurance Council of Australia)

Chairman's Report



The year to June 2016 has seen new challenges emerge in the ongoing fight against vehicle crime. The year-on-year decline experienced since 2001 reversed, with total motor vehicle theft in Australia increasing by 7 per cent to 54,100 vehicles stolen. Short term theft of passenger/light commercial (PLC) vehicles accounted for the highest proportion of the increase (up 12 per cent), with profit-motivated motorcycle theft also up 4 per cent.

Despite this reversal, national volumes are still down 8 per cent from five years ago and the upward trend is not uniform across the country, with strong reductions in profit-motivated theft in New South Wales and South Australia being offset by significant increases in total thefts in Victoria, Queensland and Western Australia.

There has also been a distinct shift in offenders' tactics, with residential burglaries to access the keys of 'secure vehicles' now recognised as the most common means to steal cars. In the past year over 70 per cent of all stolen PLCs were fitted with an effective electronic immobiliser and vehicle keys were the only property stolen in up to one in four reported burglaries in which a vehicle was taken.

This change along with increased incidents of aggravated burglaries and violent on-road interceptions in Victoria in particular is leading to considerable community anxiety that goes well beyond the reality of its statistical frequency.

While these theft methods are perhaps the most difficult to counter, a proactive approach to responsibly raise motorist

and home owner awareness of actual risk profiles together with the promotion of practical mitigation strategies is essential to maintaining a balance between restoring a sense of community safety and encouraging risk mitigation.

Our 2016 Annual Report therefore marks a critical point in the nation's response to vehicle-related crime. With the ongoing uncertainty in both the global and domestic economic outlook, there is a significant risk that vehicle crime levels will continue to be under upward pressure, including not only actual theft, but also insurance fraud disguised as theft and/or staged collisions. The theme of this year's Report 'Constant, persistent, consistent' reflects our organisational approach to dealing with challenges. The NMVTRC's new Strategic Plan released earlier this month therefore redoubles our effort to implement a broadly based raft of countermeasures and interventions to reduce both the volume and cost of vehicle crime.

In terms of the 2015/16 program the highlights of the year included:

- the continued development and success of our collaboration with Mission Australia and the Suncorp Group in Synergy Repairs – the world's first commercial enterprise delivering on-the-job technical training, work experience and support to young car crime offenders;
- reaching agreement with Austroads, the Australian Financial Security Authority and police services nationally to improve the interpretation of key written-off vehicle data stored in the Personal Property Securities Register (PPSR) by realigning it with the nationally agreed set of incident types, damage location and severity codes; and
- the successful delivery of enhancements to the NMVTRC's suite of expert data services for law enforcement – which New South Wales Police indicates has improved their organisational capability to analyse and respond to changes in local theft dynamics.

It was also pleasing to see some of the NMVTRC's mature reforms continuing to deliver enduring benefits with:

- the number of vehicles now bearing the NMVTRC-endorsed secure compliance label passing the 4.6 million mark; and
- almost 17 million vehicle status checks being made via the PPSR and Vehicle Information Request System for the year¹.

The withdrawal of Victoria from the national collaboration in 2015 led to constraints on the NMVTRC's financial resources and our ability to fully execute our work program including our proposed reforms for the better management of end-of-life vehicles. We therefore welcome the Victorian Government's decision to rejoin the national collaboration through to mid-2018, which will also secure additional matched funding from insurers.

The NMVTRC also welcomed the findings of the Victorian Law Reform Commission inquiry into the infiltration of organised crime into lawful occupations, released in May, which lays a foundation to support the NMVTRC's case for the modernisation of scrap and second-hand goods laws to limit criminal exploitation.

The year also saw some key changes in the membership of the Council with:

- Insurance Australia Group's Paul Tomic filling an Insurance Council vacancy; and
- Western Australia Department of Transport executive Andrew Lee joining as Austroads' representative.

My thanks to all those involved for ensuring a smooth transition.

Thank you also to the rest of the Council for their ongoing support and guidance and to the Executive Director and his team for their commitment and expert management of a diverse and challenging work program.

David M Morgan
Chairman

1. Austroads' Vehicle Information Request System enables participating insurers to validate non-personal vehicle data direct from the national registration database.

Executive Director's Report



The NMVTRC's long term vision is for Australia to achieve the lowest rate of vehicle theft in the developed world and the significant and consistent gains that have been made for over a decade have positioned us well to achieve that goal.

However, as the Chairman observed, 2015/16 has presented some challenges in both a criminogenic and organisational sense with the emergence of rapidly rising theft volumes in some parts of the nation.

Offender characteristics vary widely in terms of age and background; however, it is becoming clear that relatively small numbers of very persistent young recidivist offenders are making a significant contribution to the increase in vehicle theft volumes. The detrimental community impacts of these young offenders goes well beyond the financial cost of car theft, with a number of tragic road deaths occurring during the year as a result of their reckless driving.

Implementing effective responses to transition these entrenched young offenders from a lifetime of crime is placing considerable strain on the nation's juvenile justice system. These issues along with the continued threat posed by profit-motivated criminals require a new level of commitment from both the NMVTRC and its stakeholders.

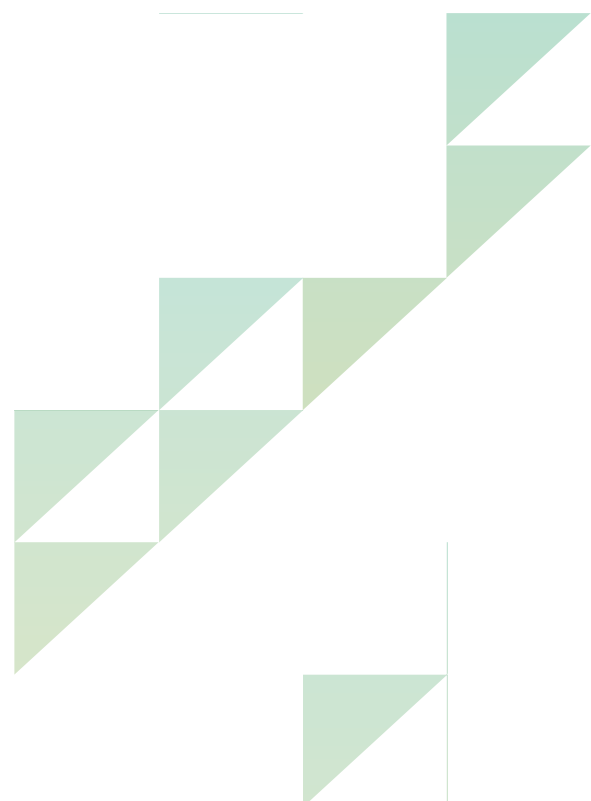
Our recently released Strategic Plan for 2016–2018 focuses on reform activities identified with key stakeholders to continue to:

- build stakeholder capability and capacities and encourage innovation;
- disrupt the separated parts and vehicle laundering markets; and
- divert recidivist offenders.

We will also be investing considerable resources in optimising the tactical utility of the NMVTRC's considerable crime data holdings to help police quickly visualise prevailing trends and implement more targeted operational responses.

While 2015/16 delivered some challenges, the unwavering support of our key stakeholders has been very evident and the NMVTRC remains committed to working cooperatively with its industry, government and community partners to deliver a program of sustainable improvements to disrupt criminal activity and contribute to the nation's social and economic well-being.

Ray Carroll
Executive Director



Reform Activity

The major part of the NMVTRC's reform program for 2015/16 has focused on the following activities.

1



Preventing theft by key

2



Diverting young offenders

3



Helping build capacity

4



**Disrupting the export,
dismantling or recycling
of vehicles**

Our People



Ray Carroll / Executive Director



Geoff Hughes / Director Strategy and Programming

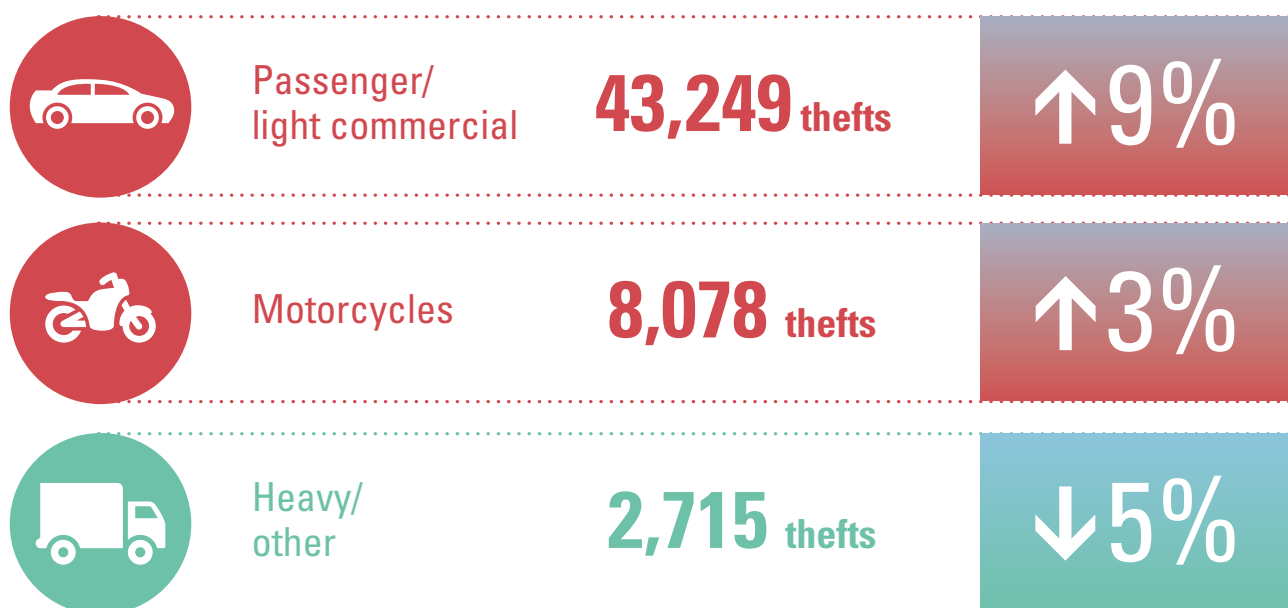


Christine Pejic / Project Officer



Tiffany Podrug / Administration Officer

Motor Vehicle Theft in Australia 2015/16



The 2015/16 financial year saw passenger/light commercial (PLC) vehicle theft increase 9 per cent to a total of 43,249. Despite the year-on-year rise, national volumes are still down 9 per cent from five years ago. Short term PLC thefts accounted for the highest proportion of the rise (12 per cent), with profit-motivated motorcycle theft also increasing by 4 per cent.

Short term theft

Total short term theft increased by 3,568 (10 per cent) to 38,437 vehicles, comprising 87 per cent PLCs, 10 per cent motorcycles and 3 per cent other vehicle types.

PLC theft analysis

A total of 33,380 PLC vehicles were stolen and subsequently recovered; a 10 per cent increase compared to the previous year. Of these:

- 23 per cent were less than six years old;
- 22 per cent were between six and 10 years old; and
- 54 per cent were more than 10 years old².

The proportion of immobilised vehicles stolen for short term use continued to rise over the year, with 73 per cent stolen fitted with an Australian Standards Equivalent (ASE)³ immobiliser. Another 3 per cent were fitted with an immobiliser that did not meet ASE.

Small cars make up the greatest proportion of vehicles on Australian roads and this is reflected in their theft numbers. Twenty-eight per cent of thefts were small passenger cars followed by large passenger cars (19 per cent). The most popular theft targets were:

- Nissan Pulsar N15 (MY95-00) with 855 thefts (an increase of 33 per cent from the previous year);

- Holden Commodore VE (MY06-13) with 670 thefts; and
- Holden Commodore VT (MY97-00) with 502 thefts.

Light utility vehicles also made up a substantial 16 per cent of all short term thefts, with the Toyota Hilux (MY05-11) the fifth most stolen vehicle in the year.

PLC five-year trends

Short term PLC theft is down 9 per cent from 2011/12 when 36,602 vehicles were stolen and subsequently recovered. Theft of other vehicles is also down 19 per cent and motorcycle theft increased marginally (18 thefts).

The age distribution of short term thefts over the past five years has clearly been changing. In 2011/12 vehicles manufactured prior to 2001 made up the large majority of thefts, but as Figure 1 (over page) shows, the end of 2012 marked a clear shift in the theft dynamic, which saw late model vehicles taking over as the top theft targets.

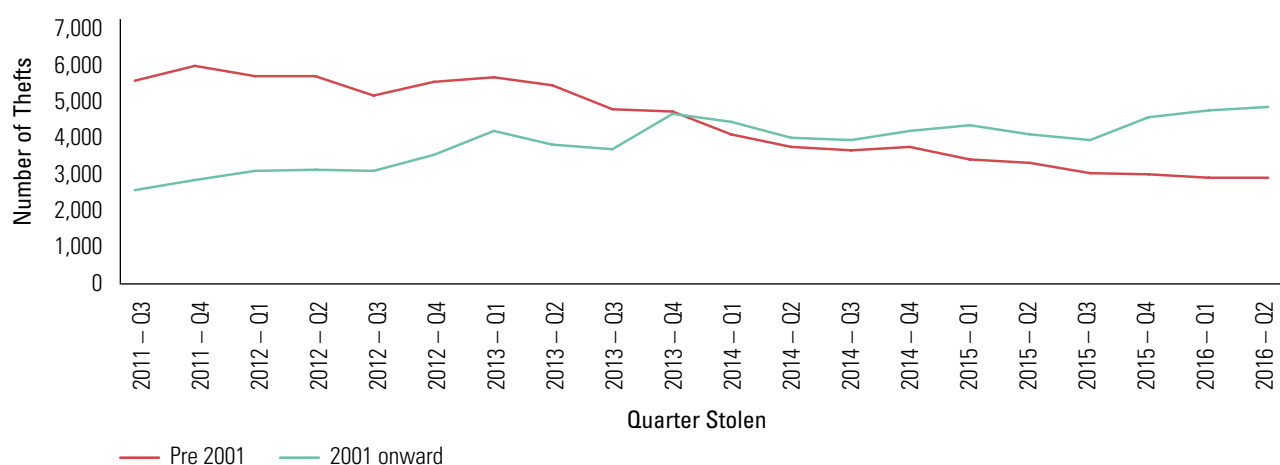
In 2011/12, 50 per cent of PLCs stolen and recovered were fitted with an ASE immobiliser. The 23 per cent increase over the past five years mirrors the increased immobilisation rate of Australia's vehicle fleet. It reflects the growing incidence of thieves gaining access to the key and transponder in order to steal 'secure' vehicles.

2. The vehicle age was unknown in 1 per cent of short term thefts.

3. The term ASE was developed by the NMVTRC to cover original equipment immobilisers that comply with the Australian Design Rules and after-market devices that meet the Australian Standards.

Motor Vehicle Theft in Australia 2015/16 continued

Figure 1: Passenger/light commercial vehicles – adjusted short term thefts by quarter, 2011/12–2015/16



Motorcycles

Short term motorcycle thefts increased by 100 thefts (3 per cent) bringing the total to 3,784 for the year. Short term motorcycle theft has remained relatively stable over the past five years, with a marginal increase of 18 bikes stolen. Proportionally, motorcycle theft has also remained relatively unchanged (increasing from 9 per cent of all short term thefts in 2011/12 to 10 per cent in 2015/16). In 2015/16, where the motorcycle body type was known:

- just under a quarter of all motorcycles stolen were unregistered/off-road bikes;
- on-road scooters made up 31 per cent of all motorcycle thefts, followed by on-road sports bikes (26 per cent) and off-road sports bikes (10 per cent);
- over 70 per cent of bikes stolen were manufactured from 2000 onwards; and
- consistent with their market share, Honda and Yamaha topped the list of the most stolen motorcycles overall with 1,661 and 1,481 thefts respectively.

Profit-motivated theft

Total profit-motivated theft remained relatively unchanged from 2014/15 with a marginal increase of 69 thefts to bring the total to 9,869. Theft of PLCs increased by 75 (1 per cent) and motorcycle theft was up by 155 (4 per cent). Theft of other vehicle types decreased by 161 (11 per cent). The vehicle mix consisted of 63 per cent PLCs, 29 per cent motorcycles and 8 per cent other vehicle types.

PLC theft analysis

PLC profit-motivated thefts increased by 75 (1 per cent) in the year to a total of 9,869. The age distribution was:

- 12 per cent less than six years old;
- 23 per cent between six and 10 years old; and
- 59 per cent more than 10 years old⁴.

The 16+ year age group made up the single highest proportion (33 per cent) of stolen not recovered PLC vehicles.

Seventy-one per cent of PLC vehicles stolen for profit were fitted with an ASE immobiliser; an increase of 6 per cent from the previous year. A quarter were not fitted with any type of immobiliser.

Large passenger vehicles remained the most popular target of profit-motivated theft, making up 22 per cent of vehicles stolen. Light commercial utility vehicles were the second most commonly targeted group at 20 per cent. The top theft makes and models for the year were:

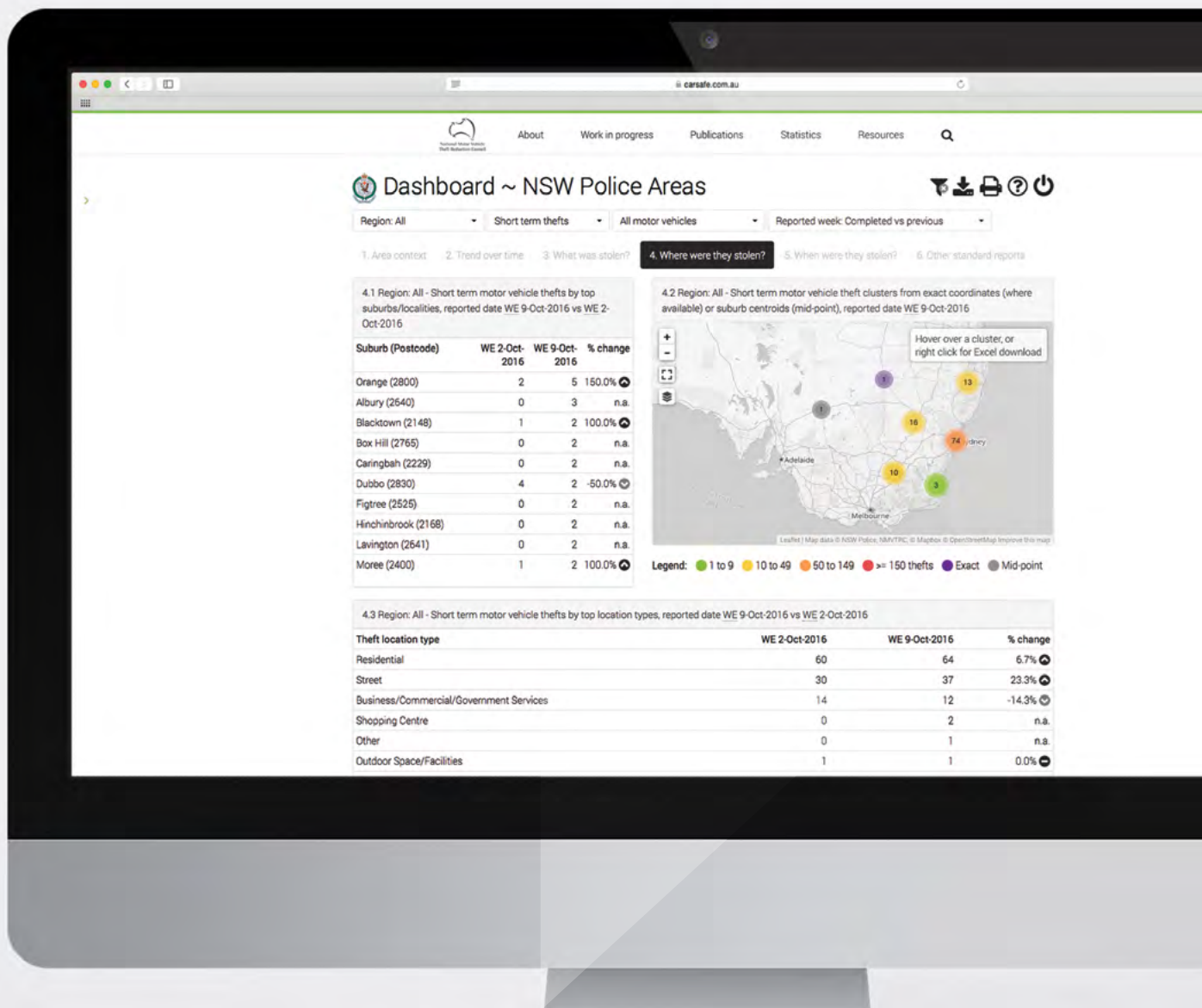
- the Toyota Hilux (MY05-11) with 288 thefts;
- the Holden Commodore VE (MY06-13) with 190 thefts; and
- the Holden Commodore VT (MY97-00) with 185 stolen not recovered.

Five-year trends

Profit-motivated PLC theft is down 11 per cent from 2011/12. Theft of other vehicles is also down 5 per cent and motorcycle theft remained relatively stable with an increase of 2 per cent over the five-year period. Proportionally, PLCs now make up a slightly smaller proportion of thefts, and motorcycles a slightly higher proportion compared with five years ago.

As shown in Figure 2 (over page), the age profile for profit-motivated theft reveals a gradual shift away from vehicles more than 16 years old towards a more even age distribution. Despite this, vehicles valued at less than \$5,000 continue to make up the highest proportion of profit-motivated theft (42 per cent), pointing to the targeting of older vehicles for their scrap metal value.

4. The vehicle age was unknown in 3 per cent of profit-motivated thefts.



Expert data systems

Stakeholder use of the NMVTRC's interactive online tools increased by up to 15 per cent over the year, including a 26 per cent increase in law enforcement use of the 'restricted access' data.

These dynamic tools enable local crime analysts to quickly visualise trends and implement more targeted operational responses.

1

Motor Vehicle Theft in Australia 2015/16 continued

While large passenger vehicles continue to be the most popular targets of profit-motivated theft (from 26 per cent in 2011/12 to 22 per cent in 2015/16), there has been a noticeable shift towards SUVs and light commercial utility vehicles over the five-year period.

Motorcycles

Profit-motivated motorcycle theft increased 4 per cent in 2015/16. The 4,515 thefts represent 28 per cent of all vehicles stolen not recovered. There were some significant variations between profit-motivated and short term motorcycle theft. Where the motorcycle body type was known:

- half of all bikes stolen for profit were on-road bikes (compared to 76 per cent in short term theft);

- sports bikes and scooters make up the highest volume of on-road motorcycles stolen (18 per cent sports and 17 per cent scooters);
- off-road sports bikes are the most commonly stolen motorcycle for profit (19 per cent); and
- higher capacity bikes between 200cc and 500cc are the most commonly targeted for profit (40 per cent), compared with the top motorcycle targets for short term theft being those with a much smaller engine capacity of 150cc or less.

For a more in-depth analysis of thefts in the 2015/16 financial year including breakdowns for all jurisdictions, go to www.carsafe.com.au/statistics

Figure 2: Australia – passenger/light commercial vehicles – percentage of profit-motivated thefts by vehicle age group, 2011/12 and 2015/16

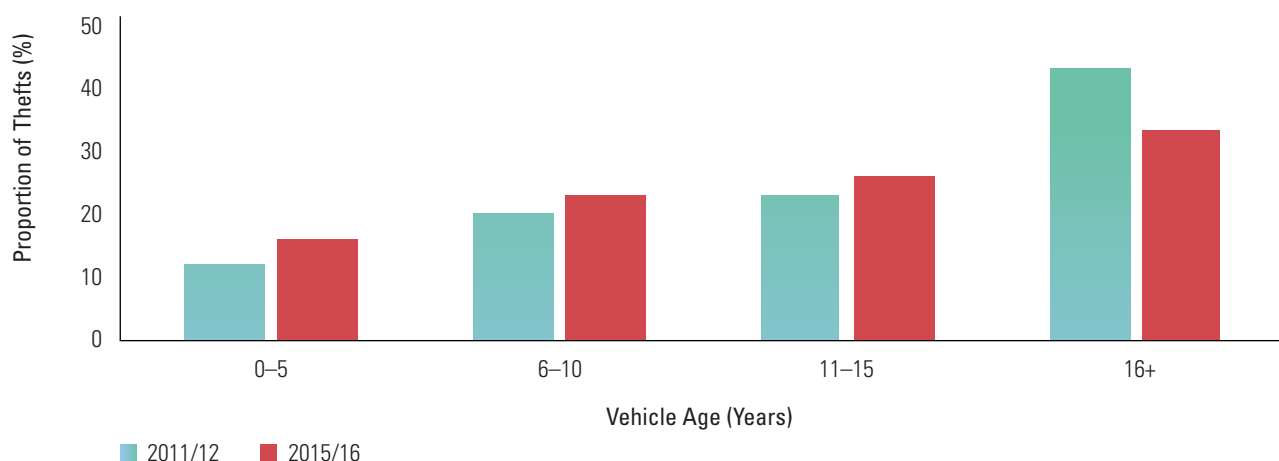
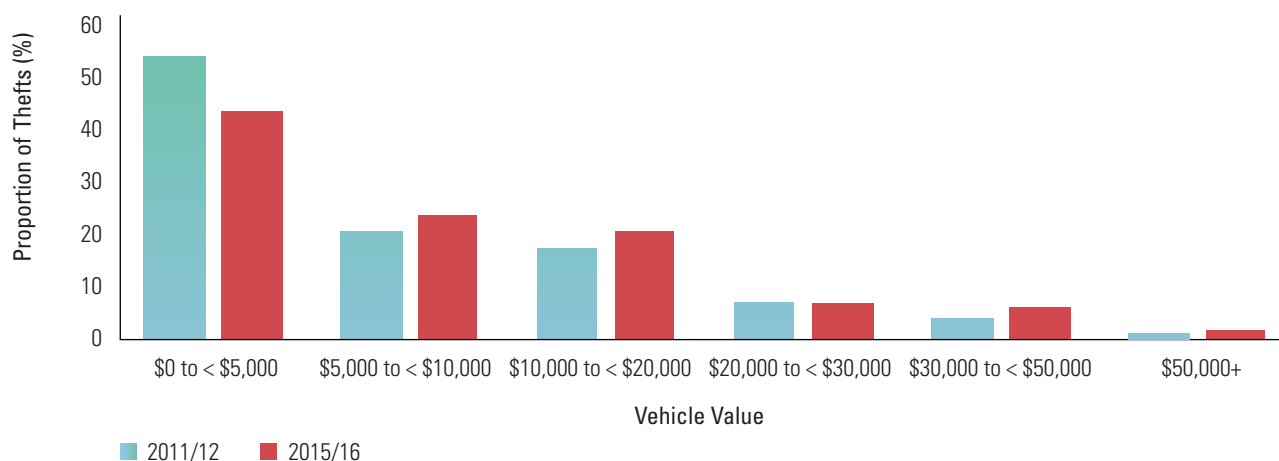


Figure 3: Australia – passenger/light commercial vehicles – percentage of profit-motivated thefts by Glass's Guide value estimate, 2011/12 and 2015/16





Diverting young offenders

2

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Synergy Repairs is a unique partnership with Mission Australia and the Suncorp Group to deliver technical training and work experience for offenders aged 16–20 to help them secure full-time employment in the sector.

An independent evaluation by an expert in youth mental health and well-being has confirmed its effectiveness in curtailing recidivism, imparting life skills and providing employment pathways.

Reform Activity

Disrupting vehicle laundering markets

Better management of end-of life vehicles (ELV)

The NMVTRC's constrained financial position meant that it could not advance its proposed ELV reform program.

However, the final report of the Victorian Law Reform Commission (VLRC) inquiry into the infiltration of organised crime into lawful occupations, released in May, lays a foundation to support the NMVTRC's case for the modernisation of related laws to limit criminal exploitation by improving operating standards, mitigating environmental harm and curtailing the anonymous destruction of stripped body shells, export of stolen vehicle parts and the sale of stolen vehicles for scrap.

From the NMVTRC's perspective, the VLRC's most important observation is that there is a growing movement around the world towards redesigning regulatory regimes to position them as key tools for disrupting organised crime as an alternative to traditional criminal law approaches.

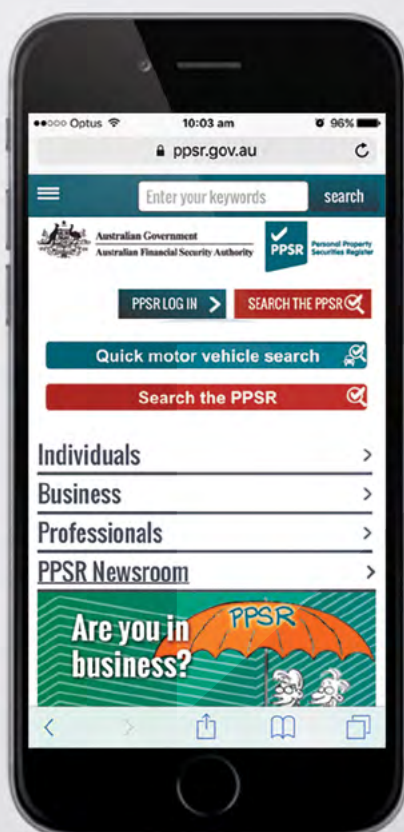
Specifically, the VLRC observed that collaboration between government agencies and industry is key. It also proposed that specific vulnerabilities can be addressed through targeted post-entry measures, such as record keeping requirements or restrictions on cash-based transactions.

These strategies are all embodied in the NMVTRC's draft model laws for better regulation of the vehicle scrap and parts industry. Newly introduced laws in New South Wales to require the registration of scrap metal dealers and ban cash payments are also a potential model for wider regional or national reform.

Review of changed written-off vehicle landscape

Historically, profit-motivated thieves attempting to convert whole vehicles into cash harvested identifiers from damaged vehicles that had been declared write-offs (WOVs) to later present the stolen vehicle as the repaired wreck. As this avenue was closed off with the introduction of the first round of national written-off vehicle reforms in 2002–2004, determined thieves switched to using a genuine repairable write-off (RWO) as a 'Trojan' for laundering stolen parts.

This ultimately led to New South Wales banning the re-registration of most WOVs while other jurisdictions have adopted the NMVTRC's more rigorous assessment criteria to ensure that those vehicles which have sustained significant collision, fire or water damage are identified as suitable only for dismantling.



Based on the independent in-field testing commissioned by the NMVTRC in finalising the revised criteria, they were expected to reduce the pool of RWOs by up to 30 per cent. This significant tightening means the historical methods of rebirthing should be substantially diminished, but there remains a need to ensure that required notifiers are applying the criteria as intended.

The NMVTRC has therefore commenced a post-implementation review together with a fresh look at how the WOV landscape has changed over the past five years in the face of the new criteria and New South Wales' total ban.

The review is being undertaken in four distinct stages, comprising:

- a statistical analysis of the changes in SWO/RWO shares since these key structural changes were implemented;
- select audits of the assessment/classification process to confirm that the revised criteria are being applied consistently and whether further industry training may be required;
- an assessment of the criminogenic impacts of both the new criteria and the New South Wales ban; and
- the development of recommendations for further reform or remedial actions.

Related fieldwork is expected to be completed by the end of 2016, with a final report due in early 2017.

National heavy vehicle law and written-off vehicles

While the frequency of heavy vehicle (HV) theft is relatively low at less than 5 per cent of all thefts, the cost of an incident can be extremely high with a single prime mover worth hundreds of thousands of dollars.

Costs to individuals and businesses impacted by this type of theft will be generally much higher than for other vehicles in terms of temporary replacement costs, lost productivity and increased insurance premiums.

HVs pose significant challenges in developing cost-effective theft countermeasures. In the case of prime movers, the high level of customisation of vehicles and the interchangeability of key components make conclusive identification very difficult even for the very experienced eye.



Building stakeholder and community capacity

3

In 2015/16 the Personal Property Securities Register (PPSR) processed more than 8.5 million registration status checks. The year also saw the NMVTRC reach agreement with Austroads, the Australian Financial Security Authority and police services nationally to improve the interpretation of key written-off vehicle and stolen vehicle data to assist vehicle purchasers to make more informed decisions.

Reform Activity continued

While the first parts of a single set of national heavy vehicle laws, including a head of power for the mandatory reporting of HV write-offs, were introduced in 2014, the fine details were to be spelt out in later supporting regulations.

In 2015 transport ministers asked the National Heavy Vehicle Regulator (NHVR) to develop a business case for the early implementation of a HV written-off register ahead of other elements of a registration scheme.

Whilst the NHVR is yet to determine a likely operational date, the NMVTRC continues to liaise with it on the resolution of a raft of definitional, policy, technical and administrative issues including the development of appropriate damage assessment criteria and jurisdictional inspection capabilities.

Improving the value of the Personal Property Securities Register (PPSR)

The NMVTRC has long been a leading advocate for improving consumer and motor trades' access to non-personal vehicle status information and establishing a means for insurers to validate data direct from the vehicle registration system.

The PPSR is the national one-stop-shop for vehicle encumbrance, stolen and written-off status for consumers and the motor trades.

It is operated by the Australian Government and provides prospective buyers of used vehicles with a one-off certificate confirming a vehicle's recorded status. In 2015/16 the PPSR processed more than 8.5 million registration status checks.

The year saw the NMVTRC reach agreement with Austroads, the Australian Financial Security Authority and police services nationally to improve the interpretation of key written-off vehicle data stored in the PPSR by realigning it with the nationally agreed set of incident types, damage location and severity codes.

This will assist vehicle purchasers to make more informed decisions about the true value of any repairable write-off they were considering purchasing, including whether a full and complete repair had been effected.

Secure compliance labels

In 2015/16 more than 627,000 new vehicles sold in Australia carried a compliance label that complies with the NMVTRC's performance-based technical specification. The label's unique features ensure that it cannot be transferred between vehicles without easy detection, cannot be copied, and is easy to authenticate. The year's result brings the total volume of vehicles protected since the label's first introduction in 2007 to more than 4.6 million.



Whole of vehicle marking

A further 40,000 new vehicles sold in the year carried up to 7,000 microdots each bearing the vehicle's unique 17-digit vehicle identification number (VIN), making it virtually impossible for profit-motivated thieves to hide a vehicle's original identity. Almost 400,000 vehicles sold in Australia since 2009 have had the NMVTRC-endorsed system fitted as standard equipment.

Diverting young offenders

Synergy Repairs (social enterprise) for young recidivist offenders

On any day there are around 1,000 young people held in juvenile detention nationally and a very high proportion of them are there as a result of motor vehicle offences. Detention is costly – keeping a young person in secure care costs more than \$440,000 a year – and its impact on post-release re-offending is open to debate. Recidivist offenders are often returned to the community without the skills or support required to leave their former lifestyle behind.

In larger Australian cities it is not uncommon for a 'proficient' young thief to have stolen more than 300 cars by his or her late teens. High-rate vehicle theft has also been shown to be a strong indicator of a young person's likely involvement in other forms of crime. Car crime

also kills, with more than 40 theft-related fatalities across Australia in the past five years. Sixteen of those deaths were young people between the ages of 10 and 19.

For these reasons, the NMVTRC remains an advocate for the expert design and delivery of diversionary programs for young vehicle theft offenders based around technical training and the development of trade skills.

Young offenders have a chance to turn their lives around through the commercially based social enterprise Synergy Repairs. Synergy is a unique partnership between Mission Australia (MA), the Suncorp Group (SG) and the NMVTRC to deliver technical training and work experience for offenders aged 16–20 with a view to them securing full-time employment in the repair sector.

All work is supervised by an experienced, trade-qualified workshop manager and two full-time spray painters and panel beaters and must meet the same quality standards of other Suncorp repairers.

Synergy continues to perform well. MA and SG have implemented a refined operational model to smooth workflows, address workforce planning issues and assure its financial security.



Disrupting the vehicle laundering market

The NMVTRC has commenced a review of how the WOV landscape has changed over the past five years in the face of its 'new' engineering-based assessment criteria and New South Wales' total ban. It includes a statistical analysis of the changes in SWO/RWO shares, select audits to confirm the revised criteria are being applied consistently and an assessment of the criminogenic impacts of both models.

4

Reform Activity continued

An independent evaluation by an expert in youth mental health and well-being, Dr Monica Theilking (May 2016), confirmed its effectiveness in curtailing recidivism, imparting life skills and providing employment pathways⁵.

Back on Track (Tasmania)

In 2015 the Tasmanian Government announced its intention to introduce a new diversion program for adult offenders. Back on Track:

- works with moderate to high-risk offenders aged between 18 and 25 years who are new to the adult justice system; and
- is based on intensive, tailored case management with referral to other specialist programs and services to improve skills, opportunities for employment and address the personal triggers that lead to offending.

It is anticipated that approximately 20 participants will be engaged at any time, with five in both the north and north-west of the state and 10 in the south of the state.

The NMVTRC agreed to support the program by meeting the cost of independent evaluation services. In March the NMVTRC engaged Deakin University's Forensic Psychology Centre to develop an evaluation framework and provide regular performance assessments over the course of 2016 and 2017.

The outcomes of the evaluation will assist Tasmania's Community Corrections Service to assess the program's effectiveness and value. As part of the evaluation design the performance of vehicle crime offenders will be assessed as a discrete cohort of the overall participant group.

The first interim report is due in November 2016.

Building stakeholder/community capacity and encouraging innovation

Vehicle Crime Managers' Network

The NMVTRC again supported the Vehicle Crime Managers' Network to facilitate the transfer of expert knowledge and intelligence between law enforcement agencies.

The Network comprises senior representatives from Australia's state, territory and federal police agencies, New Zealand Police, the Australian Crime Commission and the Australian Department of Immigration and Border Protection.

While the scale and impact of vehicle crime obviously varies between larger and smaller jurisdictions there is nevertheless any number of common trends emerging across the nation.

The increase in the number of residential burglaries where transponder keys are taken to enable theft of a car and the retention of a stolen car in order to commit multiple other crimes over a period of days or even weeks is now clearly on all police service radars.

Stolen vehicle disposal methods including scrap metal, export and the unlimited opportunities presented by internet sale sites to launder disassembled parts are just some of the challenges highlighted.

Firm links between car crime and other serious organised criminal activity reinforce the ongoing need for effective intelligence dissemination and collaboration between the nation's law enforcement agencies.

New technology

While immobilisation has made a major contribution to reducing vehicle crime there is now clear evidence of a shift in some offenders' methods towards residential burglaries to access the keys of 'secure vehicles'. It may be hours before such thefts are discovered by the vehicle owner and reported to police. In the intervening period the stolen vehicle may be used in other serious crimes or pose other community risks. In Western Australia more than 90 per cent of all vehicles are protected by an immobiliser due to the state's compulsory retro-fitting program of the last decade.

The year saw the NMVTRC, Western Australia Police and the RAC continue their collaboration in the Stolen Vehicle Rapid Response Initiative (SVRRI), an innovative program to help motorists in the Greater Perth area tackle vehicle theft.

As part of the initiative the NMVTRC and RAC have fitted a free tracking device in around 600 high-risk vehicles. Using a simple smartphone app the vehicle owner can set a virtual 'geo-fence' around the vehicle with the press of a single button. If the vehicle leaves that position, the system will immediately send an email alert to the owner's nominated email address. As soon as the owner reports the theft to Western Australia Police, they too are able to track the vehicle with the aim of safely monitoring its movements and apprehending the offenders.

To date no participating vehicle has been stolen and the trial has been extended to early 2017.

Scooters

The year also saw the NMVTRC and Western Australia Police conclude the fieldwork stage of a joint evaluation of the state's trial of 'free' alarms for scooter owners in high-risk municipalities⁶.

In Western Australia, police completed a qualitative survey with around one in 10 alarm recipients around their experience, the extent that they used the alarm, use of other forms of security (locks and chains, etc.) or changes in their security behaviour generally.

5. Dr Theilking is a registered psychologist, member of the APS College of Counselling Psychologists and lecturer at Swinburne University's Department of Psychological Sciences.

6. From 2012 more than 1,000, or around one in every 20, registered scooter owners were provided with a 'screamer alarm' free of charge.

In the final stage of the evaluation, the NMVTRC's expert data service CARS will conduct a theft survival analysis of the scooters involved in the alarm initiative. The risk profile generated by the survival analysis will be compared to that of a control group of scooters chosen at random from the registration database and matched to the geographic profile of the experimental group.

The final results are expected by the end of 2016.

Public education

Contextualising key security messages for Northern Territory audiences

Residential burglaries to access the keys of 'secure' vehicles remain the principal vehicle crime concern facing the nation.

As a consequence, the NMVTRC developed its Car Security Begins at Home suite of cinema ads and support resources to provide practical advice to motorists on how to safeguard their keys. The development included policy and creative input from TIO and Northern Territory Police, but TIO remained concerned that the CSB@H ads may not resonate in the Northern Territory's unique consumer market having regard to its remoteness, climate, built environment and resident lifestyles.

Getting the Northern Territory to embrace the NMVTRC's past public education programs, including Operation Bounce Back, has been challenging. The NMVTRC therefore undertook to work with TIO to help them to develop some specific resources for the Northern Territory.

The resulting campaign 'Don't be the one caught out' used vignettes of victims' and offenders' perspectives to break down the 'it won't happen to me' mindset that drives lax security.

The campaign was extended to social media in the lead-up to the Christmas holiday period via Facebook advertisements which use humour and engaging images to highlight the inconvenience and stress of becoming a theft victim.

Consumer reactions to the campaign have been extremely positive with posts receiving a high number of 'likes' and being shared considerably amongst motorists.

Car Security Begins... in the nation's capital

In September 2015 the NMVTRC teamed up with the Australian Capital Territory Government to promote the 'Car Security Begins at Home' message in cinemas throughout Canberra.

The NMVTRC-produced series of cinema and television advertisements use humour to raise awareness of the growing incidence of car theft via house burglary and give a nod to three

famous 'heist' scenes from hit movies *Entrapment*, *Raiders of the Lost Ark* and *Mission Impossible* to highlight the importance of safeguarding keys from would-be burglars in an over-the-top, non-threatening way.

More than 800 passenger and light commercial vehicles were stolen in the Australian Capital Territory in the preceding year. Close to 70 per cent of those cars stolen were fitted with an Australian Standards Equivalent immobiliser, indicating that in the majority of cases the cars were stolen by the thief gaining access to the keys.

The ads were screened on rotation in all Canberra cinemas through to the end of February 2016 as well as in the Australian Capital Territory Motor Vehicle Registry and Government shopfronts.

To view the ads go to carsecuritybeginsathome.com

Helping locals get active

The NMVTRC's *Tackling Vehicle Crime for Local Communities* guide is designed as the starting point for local organisations interested in tackling vehicle crime. It provides facts about the problem, identifies resources available and lists ideas for activities that can be undertaken at a local level.

To ensure the guide is still meeting user requirements the NMVTRC asked 22 municipalities to review how well the document met their needs. Overall, the results were very positive with more than 70 per cent rating the guide as very good or better. In particular, the case studies, which highlight innovative initiatives employed by local organisations to combat vehicle theft, were highly valued.

Suggestions for improvement reflected the changing nature of vehicle crime via access to keys and more detailed information on the available CAR-SAFE resources and statistical tools. A refreshed guide picking up these key recommendations is now available as an online resource via the CAR-SAFE website.

Reimagining of Australia's Most Wanted

The NMVTRC has also completed a yet to be released renewal of its previously very successful *Australia's Most Wanted* campaign, aimed at raising community awareness of the makes and models of vehicles most commonly targeted for short term and profit-motivated theft across the country. This new online resource reinforces the key security message in a direct but non-threatening way.

The new *Australia's Most Wanted* will be officially launched later in 2016.

Reform Activity continued

Liaison with rider groups to look to disseminate theft prevention messages

Tackling motorcycle theft poses a number of unique challenges. Their portability and demand for parts makes them frequent theft targets with unsecured motorcycles able to be quickly wheeled away without being started or in the case of lighter bikes such as scooters, lifted into a van by just one person. Similarly, minimal in-built security means that unlike modern passenger vehicles that have self-arming immobilisers, motorcycles rely on rider intervention to secure the bike.

In late 2015 the NMVTRC's expert data service CARS conducted a survey of close to 200 motorcycle theft victims in South Australia to better understand motorcyclists' perception of theft and their familiarity with physical and other options to minimise their risk.

While the majority of riders surveyed regularly employed security measures, the survey highlighted the need for additional education surrounding the dynamics of motorcycle theft with respondents vastly underestimating the risk of theft from the home.

Parking in a locked shed or garage was the most common anti-theft measure employed (46 per cent), with 70 per cent of those surveyed believing it to be the most effective security practice. However, in 73 per cent of cases riders reported that their bike was stolen from a residence (with 32 per cent involving a residential break-in). Only 47 per cent perceived the home to be the most likely theft location⁷.

Expert data services

The NMVTRC's world-leading expert vehicle crime data service again provided stakeholders and the media with fast, easy access to the most up-to-date vehicle theft data available.

A range of further system enhancements were introduced in 2015/16 including:

- a 'Market Segment Profile' tool to explore passenger and light commercial (PLC) market segments together with Glass's Guide estimated vehicle values and top theft targets;
- integration of more than 2,200 images of PLC vehicles by make, model and series into the database and online applications providing a visual selection component;

- launch of tailored expert data systems for use by Queensland and Western Australian Police Services and the upgrade of New South Wales Police expert data system to weekly data;
- enhancement of a 'Quick Stats' online tool to provide a quick, interactive summary of top level motor vehicle theft statistics for Australia; and
- consolidation of all online expert data tools on the new carsafe.com.au website

Stakeholder use of the online interactive Analyser and Dashboard tools increased by up to 15 per cent over the year including a 26 per cent increase in law enforcement use of the 'restricted access' dashboard. At 30 June the system held more than 543 million bits of incident and vehicle data sourced from police, registration, insurance and automotive intelligence data providers.

Minimising opportunities for insurance fraud

The NMVTRC continued to participate in the Insurance Council of Australia's Insurance Fraud Bureau in recognition that a substantial number of vehicle theft reports are in fact fraudulent claims against insurers.

Those vehicles reported as stolen that are more likely to be the subject of fraudulent claims will be those that are of higher value, insured for an agreed value (rather than market value) and subject to a financial encumbrance.

The Vehicle Information Request System established by Austroads (with assistance from vehicle manufacturers and the NMVTRC) enables insurers to validate non-personal data (including VIN, make, model, year, stolen and written-off status) direct from the national registration system as a fraud mitigation tool. The system processed more than 8.3 million vehicle status checks in 2015/16.

7. Full results reported in December 2015 Theft Torque. See carsafe.com.au/publications for details.

Performance Indicators

Vehicle theft in comparable developed nations

Since its inception the NMVTRC has benchmarked its performance against a group of nine comparable OECD countries. This sort of comparison, while valuable, poses some difficulties due to maintaining the continuity of reporting in some countries and significant changes in counting rules and definitions overtime. The model below attempts to account for differential counting rules and large variations in vehicle fleets and population sizes by indexing all participants to a common point (100) and measures performance from that point. In interpreting the results, the critical factor is therefore direction and shape of the individual line rather than the quantum of the theft 'size', i.e. is the jurisdiction tracking better or worse since the common point of indexation⁸.

The time lag in reporting data in other jurisdictions limits the time series for comparison to the end of the 2015 calendar year⁹.

Changes in the incidence of theft for short term use and profit-motivated theft

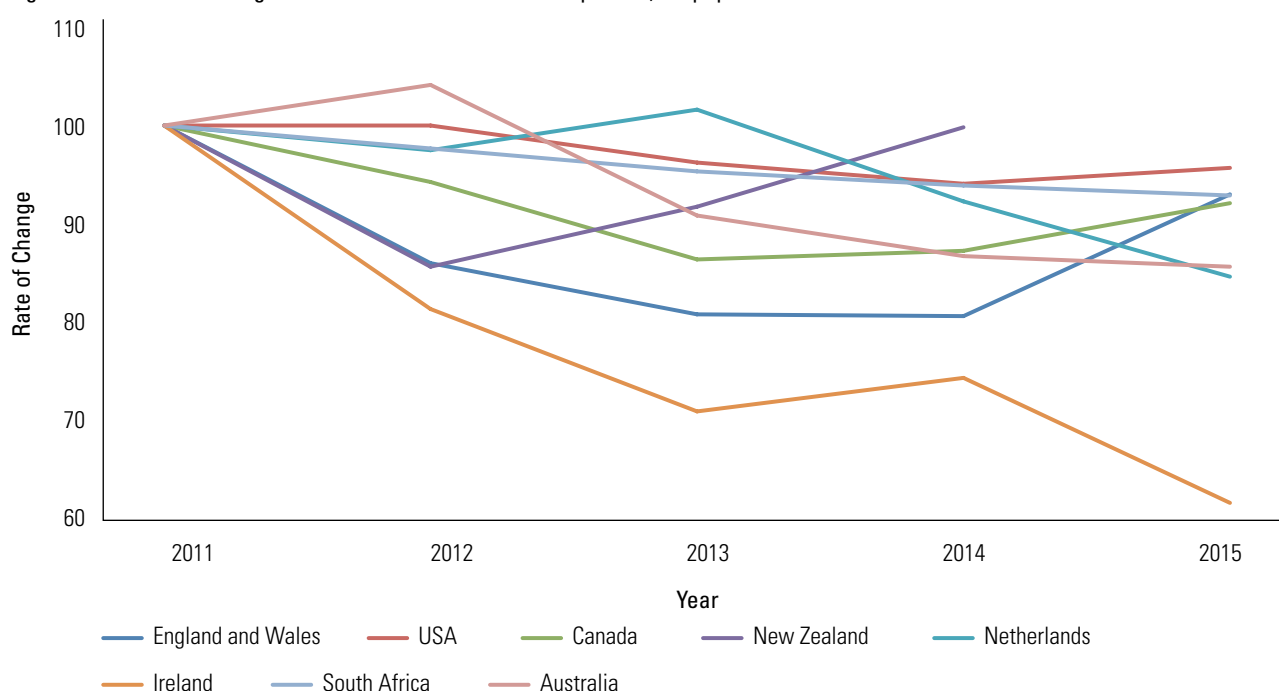
Table 1: Short term and profit-motivated thefts as a percentage of total thefts (PLCs)

	2011/12	2012/13	2013/14	2014/15	2015/16
Short term thefts %	77	77	76	75	77
Profit-motivated thefts %	23	23	24	25	23

Table 2: Short term and profit-motivated thefts as a percentage of total thefts (motorcycles only)

	2011/12	2012/13	2013/14	2014/15	2015/16
Short term thefts %	45	47	46	43	46
Profit-motivated thefts %	55	53	54	57	54

Figure 4: International league table of car thefts – theft rate per 100,000 population indexed to 2011



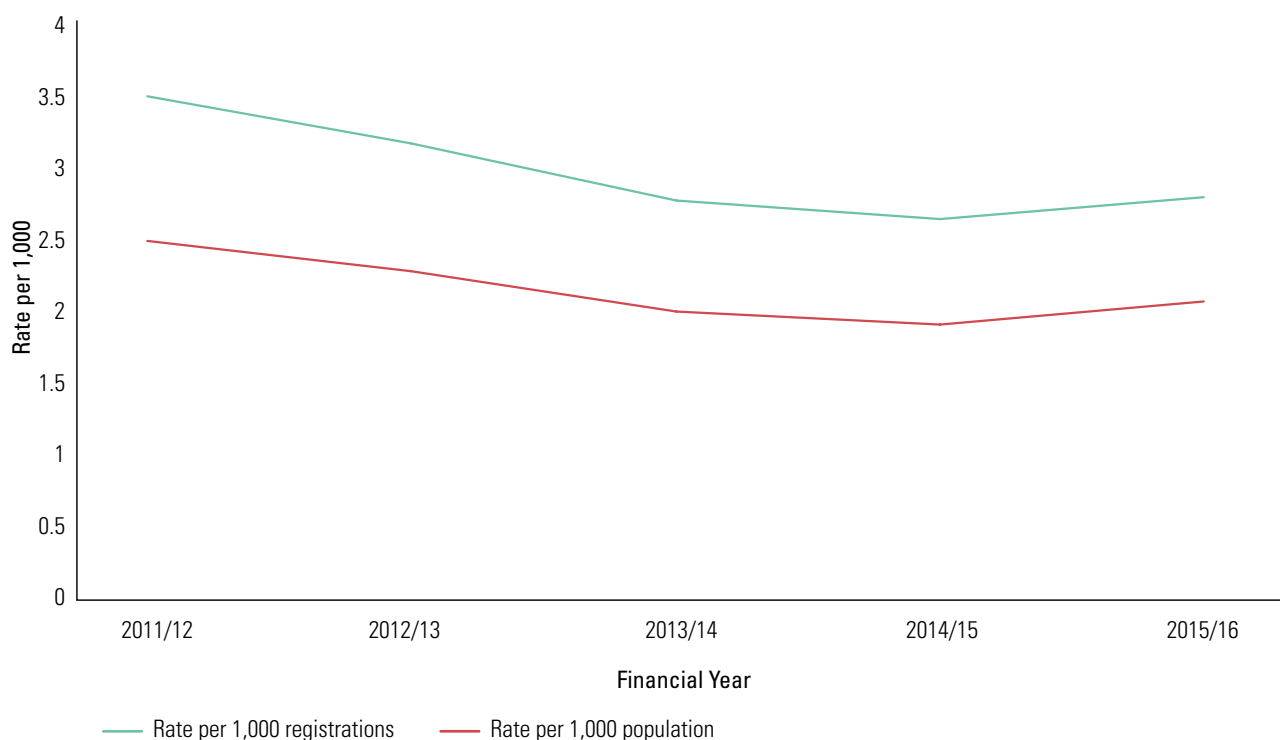
8. Australia^[1], South Africa^[2], Ireland^[3], the Netherlands^[4], New Zealand^[5], Canada^[6], the USA^[7] and UK (England and Wales)^[8].

^[1]CARS database, ^[2] South African Police Service, ^[3] Central Statistics Office of Ireland, ^[4] Netherlands Foundation for Tackling Vehicle Crime, ^[5] New Zealand Crime Statistics, ^[6] Statistics Canada, ^[7] FBI Uniform Crime Reports, ^[8] UK Home Office.

9. New Zealand data available to 2014 only.

Performance Indicators continued

Figure 5: Motor vehicle thefts per 1,000 registrations and population, 2011/12 – 2015/16



Community perceptions of vehicle theft relative to other crime

Consumer survey suspended for 2015/16 due to financial constraints. It will be resumed in 2016/17.

The cost of motor vehicle theft

The NMVTRC estimates the annual cost of PLC vehicle theft to be \$763 million, excluding the very large community costs associated with police investigations, courts and corrections¹⁰.

Analysis of NMVTRC in the media

Vehicle theft remained a strong focus for the media this year, with over 1,400 related articles published. Many of these articles included data provided by the NMVTRC, with the Council being directly quoted in over 50. The NMVTRC was also prominent in a high number of subsequent online articles. The articles covered a wide range of issues including vehicle theft statistics, car-jacking, theft for scrap and grey imports and the NMVTRC's Car Security Begins at Home campaign.

The NMVTRC provided comment in 14 radio and television interviews on motor vehicle theft trends and issues, increases in theft in Victoria and issues related to theft for scrap and grey imports.

One hundred per cent of the NMVTRC-related reporting were positive or balanced in their tone.

Stakeholder-determined performance indicators

The standardised annual survey of senior stakeholder executives in relation to the NMVTRC's program coordination, consultation, publications and level of influence on reforms was suspended for the year due to financial constraints. It will be reinstated in 2016/17.

10. Based on an independent economic analysis conducted by MM Stars Pty Ltd for the NMVTRC (November 2014) which estimated victims' costs per incident to be \$14,740 for recovered vehicles and \$19,910 for vehicles not recovered depending on a range of vehicle, personal, injury and insurance administration costs.

Statement by Members of the Committee

For the Year Ended 30 June 2016

In the opinion of the Committee the Statement of Financial Position, Statement of Financial Performance, Statement of Cash Flows and Notes to the Financial Statements:

1. Presents fairly the financial position of National Motor Vehicle Theft Reduction Council Inc as at 30 June 2016 and its performance for the year ended on that date in accordance with Australian Accounting Standards, mandatory professional reporting requirements and other authoritative pronouncements of the Australian Accounting Standards Board.
2. At the date of this statement, there are reasonable grounds to believe that the association will be able to pay its debts as and when they fall due.

The Committee is responsible for the reliability, accuracy and completeness of the accounting records and the disclosure of all material and relevant information.

This statement is made in accordance with a resolution of the Committee and is signed for and on behalf of the Committee by:

David Morgan
Chairman

Murray Chapman
Committee Member

Dated 27 October 2016

Independent Audit Report

NATIONAL MOTOR VEHICLE THEFT REDUCTION COUNCIL INCORPORATED INDEPENDENT AUDIT REPORT FOR THE YEAR ENDED 30 JUNE 2016

Scope

I have audited the accompanying financial report, being a special purpose financial report of National Motor Vehicle Theft Reduction Council for the period ended 30 June 2016 being the Statement of Financial Performance, Statement of financial Position, Statement of Cash Flows and Notes to the Financial Statements. The Committee is responsible for the financial report and has determined that the accounting policies used and described in Note 1 to the financial statements which form part of the financial report are appropriate to meet the requirements of the *Associations Incorporation Reform Act 2012* Victoria and the needs of the members. I have conducted an independent audit of this financial report in order to express an opinion on it to the members of National Motor Vehicle Theft Reduction Council Incorporated. No opinion is expressed as to whether the accounting policies used are appropriate to the needs of the members.

The financial report has been prepared for the purpose of fulfilling the requirements of the *Associations Incorporation Reform Act 2012* Victoria. I disclaim any assumption of responsibility for any reliance on this report or on the financial report to which it relates to any person other than the members, or for any purpose other than that for which it was prepared.

My audit has been conducted in accordance with Australian Auditing Standards. My procedures included examination, on a test basis, of evidence supporting the amounts and other disclosures in the financial report and the evaluation of significant accounting estimates. These procedures have been undertaken to form an opinion whether, in all material respects, the financial report is presented fairly in accordance with the accounting policies described in Note 1 so as to present a view which is consistent with my understanding of the Council's financial position and performance as represented by the results of its operations and its cash flows. These policies do not require the application of all Accounting Standards and other mandatory professional reporting requirements in Australia.

The Audit opinion expressed in this report has been formed on the above basis.

In conducting my audit, I have complied with the independence requirements of Australian professional ethical pronouncements.

Audit Opinion

In my opinion, the financial report presents fairly in accordance with applicable Accounting Standards and other mandatory professional reporting requirements in Australia, the financial position of National Motor Vehicle Theft Reduction Council for the year ended 30 June 2016 and the results of its operations for the period then ended.

Emphasis of Matter

Without modifying my opinion, I draw attention to Note 1 to the financial report, which describes the basis of accounting. The financial report has been prepared for the purpose of fulfilling the director's financial reporting responsibilities under the *Associations Incorporation Reform Act 2012* Victoria. As a result, the financial report may not be suitable for another purpose.

Dated this 27th day of October 2016.



Geoffrey B Johnson – Chartered Accountant
RUCKER DWC PTY LTD
Suite 12, 602 Whitehorse Road, Mitcham VIC 3132

Statement of Surplus or Deficit and Other Comprehensive Income

For the Year Ended 30 June 2016

	Note	2016 \$	2015 \$
Revenue	2	1,266,531	1,933,016
Gross revenue		1,266,531	1,933,016
Depreciation		(7,906)	(12,053)
Accounting fees		(6,128)	(4,334)
Auditor's remuneration		(5,305)	(5,073)
Expert data systems		(475,909)	(475,124)
Communications		(103,071)	(254,659)
Sitting fee		(30,000)	(30,000)
Employee benefits		(494,980)	(587,586)
Disrupt separated parts markets		(861)	-
Disrupt vehicle laundering markets		(5,000)	(8,045)
Diverting young offenders		(13,636)	(338,418)
Stakeholder and community capacity		(205,246)	(409,450)
Other expenses		(94,974)	(135,144)
Surplus (deficit)		(176,483)	(326,870)
Income tax (credit) expense		-	-
Surplus (deficit) for the year		(176,483)	(326,870)
Total comprehensive income/(deficit) for the year		(176,483)	(326,870)

The accompanying notes form part of these financial statements.

Statement of Financial Position

As at 30 June 2016

	Note	2016 \$	2015 \$
Assets			
Current assets			
Cash assets	4	880,188	1,005,401
Current tax assets		22,542	46,648
Other	5	24,754	59,861
Total current assets		927,484	1,111,911
Non-current assets			
Property, plant and equipment	6	-	5,870
Total non-current assets		-	5,870
Total assets		927,484	1,117,781
Liabilities			
Current liabilities			
Payables	7	5,026	15,111
Provisions	8	264,232	267,961
Total current liabilities		269,258	283,073
Total liabilities		269,258	283,073
Net assets		658,226	834,708
Equity			
Retained surplus		658,226	834,708
Total members' funds		658,226	834,708

The accompanying notes form part of these financial statements.

Statement of Cash Flows

For the Year Ended 30 June 2016

	2016 \$	2015 \$
Cash flow from operating activities		
Receipts from grants	1,246,500	1,903,636
Payments to suppliers and employees	(1,389,708)	(2,368,275)
Interest received	20,031	29,380
Net cash provided by (used in) operating activities (Note 2)	(123,177)	(435,259)
Cash flow from investing activities		
Payment for:		
Payments for property, plant and equipment	(2,036)	-
Net cash provided by (used in) investing activities	(2,035)	-
Net increase (decrease) in cash held	(125,213)	(435,259)
Cash at the beginning of the year	1,005,401	1,440,660
Cash at the end of the year (Note 1)	880,188	1,005,401

Note 1. Reconciliation of cash

For the purposes of the statement of cash flows, cash includes cash on hand and in banks and investments in money market instruments, net of outstanding bank overdrafts.

Cash at the end of the year as shown in the statement of cash flows is reconciled to the related items in the balance sheet as follows:

Cash at bank	28,982	34,300
CBA cash management account	850,990	971,042
Petty cash on hand	216	59
	880,188	1,005,401

Note 2. Reconciliation of net cash provided by/used in operating activities to operating surplus after income tax

Operating surplus after income tax	(176,483)	(326,870)
Depreciation	7,906	12,053
Changes in assets and liabilities net of effects of purchases and disposals of controlled entities:		
(Increase) decrease in prepayments	35,107	55,341
Increase (decrease) in trade creditors and accruals	(10,085)	(209,766)
Increase (decrease) in employee entitlements	(3,728)	47,138
Increase (decrease) in GST	24,106	(13,154)
Net cash provided by (used in) operating activities	(123,177)	(434,259)

The accompanying notes form part of these financial statements.

Notes to the Financial Statements

For the Year Ended 30 June 2016

Note 1: Statement of significant accounting policies

The financial report is a general purpose financial report that has been prepared in accordance with Accounting Standards and other authoritative pronouncements of the Australian Accounting Standards Board and the requirements of the *Associations Incorporation Act 2012* (VIC) Reform.

The financial report covers the National Motor Vehicle Theft Reduction Council Inc as an individual entity. National Motor Vehicle Theft Reduction Council Inc is an association incorporated in Victoria.

The financial report has been prepared on an accruals basis and is based on historical costs and does not take into account changing money values or, except where stated, current valuations of non-current assets. Cost is based on the fair values of the consideration given in exchange for assets.

The following is a summary of the material accounting policies adopted by the economic entity in the preparation of the financial report. The accounting policies have been consistently applied, unless otherwise stated.

Income tax

The association is exempt from income tax expense under Division 50 of the *Income Tax Assessment Act 1997*. Therefore, no provision for income tax has been raised.

Non-member income of the association is only assessable for tax, as member income is excluded under the principle of mutuality.

Property, plant and equipment

Each class of property, plant and equipment is carried at cost or fair value less, where applicable, any accumulated depreciation.

(a) Plant and equipment

The carrying amount of plant and equipment is reviewed annually to ensure it is not in excess of the recoverable amount from those assets. The recoverable amount is assessed on the basis of the expected net cash flows that will be received from the assets employment and subsequent disposal. The expected net cash flows have not been discounted to present values in determining the recoverable amounts.

(b) Depreciation

The depreciable amount of all fixed assets including buildings and capitalised leased assets, but excluding freehold land, is depreciated on a straight line basis over their useful lives to the National Motor Vehicle Theft Reduction Council Inc commencing from the time the asset is held ready for use. Properties held for investment purposes are not subject to a depreciation charge. Leasehold improvements are depreciated over the shorter of either the unexpired period of the lease or the estimated useful lives of the improvements.

The depreciation rates used for each class of depreciable asset are:

Class of asset	Depreciation rate
<i>Leasehold improvements</i>	<i>Period of lease</i>
Office equipment	3 years
Computer equipment	3 years
Furniture and fittings	3 years

The accompanying notes form part of these financial statements.

Notes to the Financial Statements *continued*

For the Year Ended 30 June 2016

Employee entitlements

Provision is made for the liability for employee entitlements arising from services rendered by employees to balance date. Employee entitlements expected to be settled within one year together with entitlements arising from wages and salaries, annual leave and long service leave, which will be settled after one year, have been measured at their nominal amount. Other employee entitlements payable later than one year have been measured at the present value of the estimated future cash out flows to be made for those entitlements.

Contributions are made by the National Motor Vehicle Theft Reduction Council Inc to an employee superannuation fund and are charged as expenses when incurred.

Cash

For the purpose of the statement of cash flows, cash includes cash on hand and in all call deposits with banks or financial institutions, investments in money market instruments maturing within less than two months, net of bank overdrafts.

Comparative figures

Where required by Accounting Standards, comparative figures have been adjusted to conform with changes in presentation for the current financial year.

Revenue

Revenue is recognised when the right to receive the revenue has been established. Interest revenue is recognised when received. All revenue is stated net of the amount of goods and services tax (GST).

	2016 \$	2015 \$
Note 2: Revenue and other income		
Revenue:		
Interest revenue	20,031	29,380
Grants received	1,246,500	1,838,250
Other income	-	65,386
	1,266,531	1,933,016

Note 3: Surplus from ordinary activities

Surplus (deficit) from ordinary activities before income tax has been determined after:

Charging as expense:

Depreciation of non-current assets:

Other	7,906	12,053
Total depreciation expenses	7,906	12,053

The accompanying notes form part of these financial statements.

	2016 \$	2015 \$
Note 4: Cash assets		
Bank accounts:		
Cash at bank	28,982	34,300
CBA cash management account	850,990	971,042
Other cash items:		
Petty cash on hand	216	59
	880,188	1,005,401
Note 5: Other assets		
Current		
Prepayments	24,154	59,261
Other	600	600
	24,754	59,861
Note 6: Property, plant and equipment		
Office equipment:		
At cost	142,647	140,611
Less: Accumulated depreciation	(142,647)	(134,741)
	-	5,870
Fixtures and fittings:		
At cost	30,668	30,668
Less: Accumulated amortisation	(30,668)	(30,668)
	-	-
	-	5,870
Note 7: Payables		
Unsecured:		
Trade creditors	4,815	15,111
Other creditors	211	-
	5,026	15,111

The accompanying notes form part of these financial statements.

Notes to the Financial Statements *continued*

For the Year Ended 30 June 2016

	2016 \$	2015 \$
Note 8: Provisions		
Current		
Employee entitlements*	264,232	267,961
	264,232	267,961
* Aggregate employee entitlements liability	264,232	267,961

There were four employees at the end of the year.

Note 9: Key management personnel compensation

The totals of remuneration paid to key management personnel (KMP) of the Company during the year are as follows:

There were two Committee members whose income was within the band \$20,000 to \$200,000.

Note 10: Superannuation commitments

The entity provides choice of superannuation fund to provide benefits to employees on retirement, death or disability.

The entity contributes 9.5 per cent of gross salary package as an employer contributions. Employees can salary sacrifice additional amounts to superannuation.

Note 11: Auditors' remuneration

Remuneration of the auditor of the Company for:

Auditing or reviewing the financial report	5,305	5,073
Other services	-	-
	5,305	5,073

Note 12: Contingent liabilities

There are no contingent liabilities.

Note 13: Events subsequent to reporting date

Since the end of the financial year there are no subsequent events.

The accompanying notes form part of these financial statements.

Appendices

Australia – short term theft snap shot, 2015/16

	ACT	NSW	NT	QLD	SA	TAS	VIC	WA	Australia
PLCs	647	7,091	762	5,369	1,931	811	11,820	4,949	33,380
Change from 2014/15	13	-511	-151	550	150	-242	3,225	409	3,443
% change adjusted for late recoveries	*	-7%	*	11%	8%	*	38%	9%	12%
Motorcycles	36	606	77	660	277	63	795	1,270	3,784
Change from 2014/15	-19	-26	-22	128	40	-19	68	-50	100
% change adjusted for late recoveries	*	-4%	*	24%	17%	-23%	9%	-4%	3%
Heavy/Other vehicles	12	326	14	250	27	18	357	269	1,273
Change from 2014/15	-1	-44	-21	-33	-9	8	135	-10	25
% change adjusted for late recoveries	*	-12%	*	-12%	-25%	*	60%	-4%	2%
Total theft	695	8,023	853	6,279	2,235	892	12,972	6,488	38,437
Change from 2014/15	-7	-581	-194	645	181	-253	3,428	349	3,568
% change adjusted for late recoveries	*	-7%	*	11%	9%	*	36%	6%	10%

* Percentages are not given for small jurisdictions as they can be misrepresentative of minor baseline changes.

Appendices continued

Australia – profit-motivated theft snap shot, 2015/16

	ACT	NSW	NT	QLD	SA	TAS	VIC	WA	Australia
PLCs	134	2,897	94	1,765	529	137	3,291	1,022	9,869
Change from 2014/15	17	-919	10	242	-59	19	707	58	75
% change adjusted for late recoveries	*	-24%	*	16%	-10%	*	27%	6%	1%
Motorcycles	74	737	64	806	306	55	1,495	978	4,515
Change from 2014/15	5	-123	-8	42	4	-12	347	-100	155
% change adjusted for late recoveries	*	-14%	*	6%	1%	*	30%	-9%	4%
Heavy/Other vehicles	5	293	3	230	50	32	283	377	1,273
Change from 2014/15	3	-242	-1	33	30	0	50	-34	-161
% change adjusted for late recoveries	*	-45%	*	17%	150%	*	22%	-8%	-11%
Total theft	213	3,927	161	2,801	885	224	5,069	2,377	15,657
Change from 2014/15	25	-1,284	1	317	-25	7	1,104	-76	69
% change adjusted for late recoveries	*	-25%	*	13%	-3%	*	28%	-3%	0%

* Percentages are not given for small jurisdictions as they can be misrepresentative of minor baseline changes.

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