



strategic plan
July 2002—December 2003



National Motor Vehicle
Theft Reduction Council

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foreword

This is the fourth Strategic Plan to be submitted to Australasia's Crime Prevention Ministers and the Insurance Council of Australia (ICA) under the Council's current term.

It builds on the solid foundations developed in the preceding plans, with an exclusive focus on locking in on-the-ground implementation of key practical reforms by the end of the Council's initial five year term in December 2003. Ministers and the ICA will not determine the Council's future until early in 2003. If the Council's term is extended this Plan will necessarily be modified to include a range of additional reforms that are needed to sustain the long term benefits of the outcomes that have been achieved to date.

The consultative model for developing this plan was similar to that of previous years with strategic planning workshops held in all states and territories in the first quarter of 2002. However, with only eighteen months of the Council's original term to run, the workshops focussed on the importance of stakeholder action in completing the key reforms necessary to deliver sustainable reductions in vehicle theft.

The projects detailed in the Plan reflect the strong level of agreement with the Council's current focus and direction that was evident in these discussions.

As a consequence, the top priorities identified in the revised plan remain:

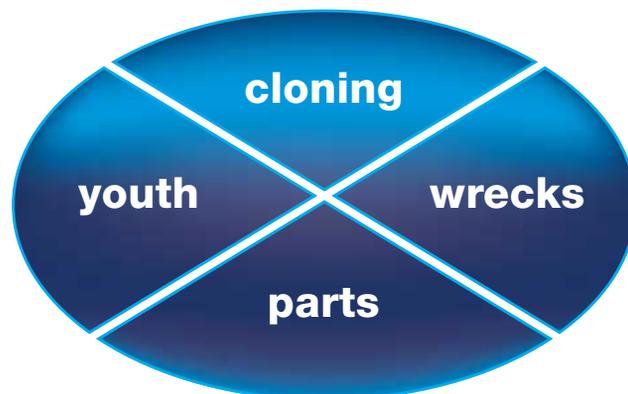
- facilitating the completion of the 'national grid' of vehicle information exchange between police services and registration authorities;
- securing older vehicles by encouraging the owners of pre-1992 vehicles to fit an engine immobiliser to their vehicle; and
- pursuing practical strategies to divert young recidivist vehicle theft offenders from further involvement in car crime.

As the leading authority on motor vehicle theft in Australia, the Council has attempted to continue to foster close relationships with its stakeholders and strategic partners. This Plan relies heavily on those relationships to deliver discrete elements of the reform agenda in the shortest possible timeframe.

The Council greatly appreciates the work and support of the wide range of government and industry organisations and individuals who continue to assist in reducing the economic and social impacts of motor vehicle theft on the nation. I look forward to working with you to implement the strategies outlined in this Plan.



David M. Morgan
Chairman August 2002



reducing vehicle theft in australia

the context

background

The Council's Strategic Plan is a dynamic document, reviewed annually with the first year of each plan comprising a detailed work program. Each revised plan reflects a review of progress and a consideration of methods of operation, as well as the changing priorities and operating environments of the Council's stakeholders.

The 2002–2003 Strategic Plan is the final plan under the Council's initial term, outlining its work program through to 31 December 2003. The Council's third series of strategic planning workshops was held in the first quarter of 2002 and with only eighteen months of its original term to run, the workshops focussed on the remaining work priorities and the importance of stakeholder

action in completing the fundamental reforms necessary to deliver reductions in vehicle theft.

The workshops, attended by senior executives of Council's key stakeholder organisations, supplemented the Council's general consultative processes and provided major input into this Strategic Plan. In addition, workshops were held with the communications professionals from the majority of those organisations to optimise opportunities to extend the reach of the Council's communications activities via stakeholder communications programs and/or joint initiatives.

Discussions held with peak bodies and stakeholders throughout the past 12 months of the Council's operations have also been influential in shaping the revised Plan.

As observed in the Foreword, this Plan has been developed on the premise that the Council's initial term expires in December 2003 in line with its original charter. Naturally, a decision by Crime Prevention Ministers and the ICA to extend the Council's life will trigger an early review of priorities to accommodate an expanded range of projects. A summary of issues that would require attention under an extended term is included in Appendix A.

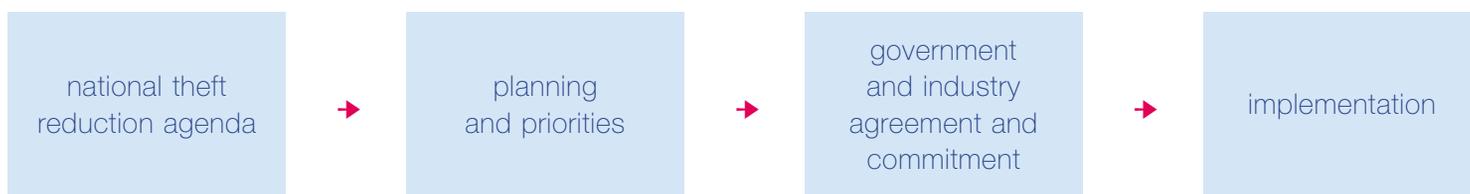


figure 1: vehicle theft reform process



strategic goals

Achieving motor vehicle theft reduction can be broadly categorised into three major strategic goals. The first two reflect the different types of vehicle theft: professional—where the vehicle is stolen for its intrinsic value—and opportunistic—where the vehicle is stolen for short-term use or to commit another crime. The third goal is the delivery of an effective implementation mechanism for the identified strategies.

goal a: reduce professional motor vehicle theft

Reduce the level of professional motor vehicle theft through reducing the economic incentives of dealing in stolen vehicles and parts; and improved deterrence through an increased likelihood of detection.

Objectives

- Improving the effectiveness of national information exchange.
- Improving the identification of motor vehicles and their parts.
- Enhancing police and insurance investigation.
- Initiating appropriate legislative responses.

goal b: reduce opportunistic motor vehicle theft

Reduce the level of opportunistic motor vehicle theft through increased target hardening; and the diversion of young offenders from criminal activity.

Objectives

- Applying effective security devices to new and existing vehicles.
- Promoting effective security practices to the motor trades and the general community.
- Identifying and addressing those factors which lead young people into offending lifestyles.

goal c: facilitating cooperation and effective implementation

Provide an effective mechanism to facilitate cooperation between industry, government and the community to implement the National Motor Vehicle Theft Reduction Plan.

Objectives

- Effective operation of a Council that represents key stakeholder groups supported by professional administration, research and policy development services.
- A sharp focus on measurable outcomes.
- Provision of high-level monitoring and evaluation processes.
- Provision of a comprehensive communication and marketing strategy.



method of operation

The primary role of the Council is to facilitate the implementation of motor vehicle theft prevention reforms, and coordinate associated activities across industry, agency and jurisdictional boundaries. As a result the Council's brief is broad, involving all stages of vehicle theft prevention policy, including:

- policy development;
- the coordination of implementation; and
- the monitoring of outcomes.

As the Council's internal resources are small, the establishment of productive relationships with stakeholders and others is crucial to the delivery of its theft prevention reforms. Only by its stakeholders embracing and adopting the reforms promoted by the Council, can it deliver sustainable reductions in vehicle theft. This support will be particularly important in the coming eighteen months as the Council looks to close the remaining gaps in the reform agenda.



basis of strategic plan

Key challenges

Reducing vehicle theft in Australia requires action across a broad range of industry and government disciplines and activities. Factors such as:

- the high proportion of older vehicles on our roads that have little or no effective security;
- the ease with which vehicle components can be absorbed by the black market;
- remaining, albeit reducing, gaps in our national exchange of vehicle information between police and registration authorities;
- the emerging global trade in stolen vehicles;
- the burden of costs on some government and industry stakeholders; and
- some major misconceptions concerning the scale and nature of vehicle theft within our motoring population,

combine to make the challenge a considerable one for the Council and its stakeholders.

Motor vehicle theft attracts attention in short-term periodic cycles and while this attention plays an important role in alerting the community to safer practices, it can also generate criticism. Strategies that make an impact in the short-term often provide only temporary solutions. They are costly and often place an unfair and immediate burden on certain sectors of the community. Achieving long-term, sustainable reductions requires commitment to long-term strategies. The Council may only have a little over a year remaining to bring about the organisational changes and technical solutions needed to reduce motor vehicle theft while the major benefits from many of these reforms will not be seen until some time after the Council's life.

Values

The Council is committed to the following values:

- understanding the needs of its stakeholders and seeking their participation in the reform process;
- utilising research and cost-benefit analysis to underpin the decision making process;
- promoting innovation and best practice;
- adopting a net community benefit approach when assessing competing interests;
- establishing a relevant presence in each jurisdiction;
- promoting teamwork and openness;
- developing its skills;
- adopting a philosophy of continuous improvement; and
- maintaining a safe, healthy and equitable working environment.



strategic directions

The major elements of this Strategic Plan are:

- continued commitment to completion of the original recommendations of the National Motor Vehicle Theft Task Force that have broad stakeholder support;
- completion of the “national grid” of vehicle information exchange between police services and registration authorities, and monitoring its effectiveness;
- the continued encouragement of the owners of pre-1992 vehicles to fit an engine immobiliser to their vehicle that meets the Australian/New Zealand Standard AS/NZS 4601:1999;
- the development of options for the introduction of compulsory immobiliser programs;
- facilitating pilot programs that divert young recidivist offenders from involvement in motor vehicle theft;
- encouraging the adoption of new vehicle marking and component identification technologies by vehicle manufacturers;
- facilitating improved consumer access to non-personal information on vehicle registration status and history for consumers and the motor trades;
- the development of a Code of Practice for dealing in second-hand vehicle parts;
- in conjunction with the insurance industry—the pursuit of insurance reforms to minimise the opportunities for professional thieves and fraudsters to exploit insurance practices and systems; and
- on-going monitoring of community attitudes to vehicle theft and vehicle security.

The priority areas of the Strategic Plan and work program are set out below.

Reducing professional motor vehicle theft (Sub-program A)

The priorities in this sub-program will require the Council to continue to take an active role in facilitating:

- connection of the remaining jurisdictions to the “national grid” of information exchange between police and registration authorities;
- consumer and motor trades’ access to vehicle status information; and
- adoption of secure vehicle marking and identification technologies by vehicle manufacturers.



Reducing opportunistic motor vehicle theft (Sub-program B)

A major objective of the Council is to increase the security of in-service vehicles. The priorities in this area will be to continue the national Immobilise Now! program to promote the effectiveness of engine immobilisers to the owners of pre-1992 vehicles and to develop options for the introduction of compulsory programs in most jurisdictions.

It is also proposed to address the high levels of motor vehicle theft by young recidivist offenders by facilitating the development and delivery of pilots of a best practice program for young high-rate offenders in Tasmania, Western Australia and Queensland. The experience of these programs will be used to promote the integration of vehicle theft programs into mainstream juvenile justice practice.

Facilitating cooperation and effective implementation (Sub-program C)

The major focus of this sub-program will be ensuring that the Council's Comprehensive Auto-Theft Research System (CARS) continues to operate at its optimum capacity, with emphasis on working with vehicle manufacturers to highlight the potential commercial benefits of producing more secure vehicles. Quarterly and annual reporting of vehicle theft data will continue to be used to raise public awareness of the true dynamics of vehicle theft and theft prevention initiatives.

It is also proposed to complete a study on the stripping of parts from those vehicles presented for auction and an evaluation of the effectiveness of VIN-based microdot vehicle identification systems in reducing theft.

sub-program a: reducing professional theft

a1: improving national information exchange

Objective

The implementation of an accurate and reliable national system of information exchange supported by national registration business rules that provide consistent minimum standards of vehicle theft deterrence and detection.

Council Approach

The Council remains committed to working cooperatively with the jurisdictions to facilitate completion of the “national information grid” and improvements in consumer access to vehicle information. The Council estimates that for each month the national grid remains incomplete, professional thieves are exploiting the registration practices of non-participating jurisdictions to launder more than \$7 million of re-birthed stolen vehicles. The Council’s role involves coordination, the provision of further research and the direct contribution of resources to address identified obstacles to implementation.

The full benefits of improved information exchange between jurisdictions will only be

realised when the agreed systems have been implemented in all states and territories. The cornerstone of the national information grid, the National Exchange of Vehicle and Driver Information System (NEVDIS), is now operating in all jurisdictions except Tasmania and the Australian Capital Territory. To monitor the efficacy of the system, the Council is working with Austroads’ Registration and Licensing Reference Group (ARLRG) on a performance framework for monitoring the jurisdictions’ compliance with key NEVDIS transaction protocols.

Implementation by all states and territories of linked Written-Off Vehicle Registers (WOVR) by late 2002 will be a significant milestone in closing off opportunities for vehicle re-birthing.

The ability to access non-personal information about a vehicle’s registration status is critical to protecting consumers against professional thieves who attempt to sell re-birthed stolen vehicles to unsuspecting buyers. The Council will continue to work with Austroads and state and territory offices of fair trading to facilitate delivery of vehicle

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status information nationally.

Addressing potential loopholes in insurance practices that may be exploited by criminals to perpetrate vehicle related fraud is an emerging issue. The Council will work with insurance stakeholders to further develop a program of reforms which address the findings of its review of insurance practices. These reforms will potentially include improving the quality of vehicle condition data for recovered stolen vehicles, promoting industry-wide information sharing, and optimising the use of fraud indicators.

2002–2003

Facilitate:

- the linking of all remaining registration authorities to NEVDIS;
- the introduction of nationally consistent Written-off Vehicle Registers in all outstanding states and territories; and
- improved consumer access to vehicle status information across all jurisdictions.

Provide grants and/or resources for systems

enhancements where necessary.

Work with the insurance industry to develop a work program to progress identified reforms to insurance practices.

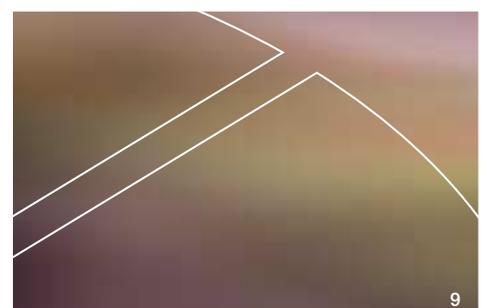
Outputs

Completion of the national information grid, with quarterly reports on progress and recommendations for improvements if necessary.

Monitor operation of national information systems, review their impact on vehicle theft rates and develop recommendations for improvements, if necessary.

Promote adoption of recommended revised registration practices (if any).

Development of a work program to address insurance practice reforms.



sub-program a: reducing professional theft

a2: motor vehicle and component identification

Objective

The development of new vehicle design standards that will ensure an adequate level of theft deterrence including a unique tamper-resistant Vehicle Identification Number (VIN), and a cost-effective component identification system.

Council Approach

The introduction of new single purpose security labels by vehicle manufacturers across all models is one of the Council's highest priorities. The high-tech, low cost labels will enable registration authorities and police to confirm the identity of legitimate vehicles and easily detect fake or altered labels by simple visual inspection. The Council's performance specification for secure labels, developed in conjunction with the Federal Chamber of Automotive Industries (FCAI), will ensure that a vehicle's unique VIN identifier appears at least three times on the vehicle. The security label will become the baseline in improved vehicle identification. The performance specification also provides manufacturers with the option of applying the same technology to introduce a 'secure' compliance label.

The Council will also continue to work with progressive vehicle manufacturers to highlight the consumer and commercial advantages of vehicle and component marking. VIN-based microdots represent the current gold standard in vehicle identification, repeating the VIN thousands of times throughout the vehicle—making it virtually impossible to remove them all—and providing authorities with conclusive evidence of a vehicle's identity. Seven car manufacturers are now using VIN-based microdots across their model range on a selection of high-risk models and the Council proposes to engage motorcycle manufacturers in discussions on the logistics of applying the technology to their products.

The Council will continue to monitor the relative theft performance of marked vehicles against a cohort of similar late model unmarked controls, in order to determine the impact of VIN-based microdots on the vehicles commonly targeted by professional thieves.

Although currently applied as a whole vehicle identifier, VIN-based microdots may ultimately evolve to provide a comprehensive component identification system if cost-

effective solutions to issues such as the management of replacement and non-genuine parts can be developed. The Council will commission an audit of stripped vehicles sold at auction in an attempt to quantify the value of the illicit parts trade in order to inform this issue.

The Council will also focus its efforts to ensure that advances made by manufacturers in vehicle identification are understood and utilised by key government agencies and industry groups to maximise their deterrent and investigative outcomes.

Work undertaken in early 2002 in conjunction with the Automotive Parts Recyclers Association of Australia (APRAA) indicated strong support for a voluntary Code of Practice for dealing in second hand parts. The Code aims to minimise the incidence of recyclers unwittingly facilitating the illicit trade in spare parts and relies on the support of insurers to confer 'preferred supplier' status on accredited recyclers. Subject to the Council's recently developed model for development of a Code receiving the support of stakeholders, the Council will proceed to work with APRAA and key stakeholders to refine the model and resolve implementation issues.



a3: investigation

2002–2003

Work with vehicle manufacturers to promote the adoption of security labels.

Monitor the impact of VIN-based microdot marking technology on the theft of marked vehicles (refer C1).

Promote the benefits of vehicle and component marking systems to vehicle manufacturers, the insurance industry and the motoring public.

Undertake an audit of vehicles processed via major damaged vehicle auction houses to determine the extent of professional stripping of vehicles for parts.

Refine the model and implementation options for the proposed Code of Practice to minimise the likelihood of stolen parts being laundered through legitimate parts recyclers.

Outputs

Audit report of stripped vehicles processed by damaged vehicle auction houses.

Preliminary evaluation of vehicle identification systems adopted by vehicle manufacturers, including their effect on theft levels.

An implementation plan for a Code of Practice for dealing in second-hand vehicle parts.

Objective

Promote the development of intelligence gathering and investigative processes within existing frameworks that provide tactical and strategic assessments of organised crime involvement in motor vehicle theft and assist jurisdictional investigation efforts.

Council Approach

Enhancing investigation skills

2001/2002 has seen a renewed focus on vehicle theft investigation by police services nationally, with most services establishing dedicated “centres of expertise” within their organised crime departments to support regional vehicle theft investigations.

With investigator training needs being met locally, the Council resolved to defer any further development of a national training resource. For similar reasons, the Council also resolved to defer its proposed study to identify the strengths and weaknesses of existing investigation practices.

Tactical and Strategic Assessments of Organised Crime

The principal obstacle to fully optimising the effectiveness of police investigative efforts is the continued absence of nationally co-

ordinated intelligence network on the activities of professional thieves.

2002–2003

The Council will work within the existing structure of the Australasian Police Ministers’ Council to encourage the establishment of a national intelligence facility at the earliest opportunity.

sub-program b:

reducing opportunistic theft

b1: vehicle design

Objective

The development of new vehicle design standards and after-market applications that ensure an adequate level of theft deterrence through the introduction of effective engine immobilisers. (See sub-program A2 for measures relating to vehicle identification initiatives).

Council Approach

Research has proven that self-arming electronic engine immobilisers are the most effective vehicle security devices yet developed. While all new passenger vehicles sold in Australia are now required to be fitted with an immobiliser as standard equipment, almost 7 million older vehicles lack any effective form of security and offer little challenge to would-be juvenile thieves.

The Council will maintain its Immobilise Now! program, which promotes the benefits of Australian Standards after-market immobilisers to the owners of pre-1992 vehicles. It is clear, however, that to significantly reduce theft numbers, a more

rapid rate of immobilisation of older vehicles is required. The Council is currently developing a range of options for implementing compulsory immobiliser schemes for the consideration of state and territory governments.

2002–2003

Immobilisers

Maintain the Immobilise Now! program to promote the effectiveness of engine immobilisers in preventing opportunistic theft to the general community.

Encourage state and territory governments to implement compulsory immobiliser schemes.

Continue to monitor the effectiveness of immobilisers as a theft deterrent via the Comprehensive Auto-Theft Research System (CARS).

Outputs

Increased levels of immobilisation amongst pre-1992 vehicles.



b2: secure practices

Objective

The development of broadly based approaches to motor vehicle theft reduction through partnerships between government, the community and the business sectors.

Council Approach

The Council's regular surveying of motorists' attitudes towards vehicle theft and security (now conducted quarterly), suggest that the Council's key messages are beginning to filter through to motorists. The most recent surveys show increasing levels of immobilisation amongst the existing fleet (up 3 per cent over 2000) and a greater understanding of the dynamics of vehicle theft, with half of all respondents recognising that most theft is opportunistic. There is also strong support for compulsory immobilisation, with 59 per cent of respondents in favour of it.

Recent surveys also confirmed that while the majority of motorists were insured for theft, a large proportion of stolen vehicles were not insured. Of those who made a claim for theft,

a third reported being out of pocket by more than \$2000 after the claim was settled.

The challenge for the Council is to build on these improvements in community attitudes to engine immobilisers and secure practices by continuing to encourage regular media reporting of theft issues and optimising the dissemination of key information by stakeholders.

2002–2003

Public education

Monitor and evaluate the effectiveness of public education campaigns.

Promote the value of after-market AS approved engine immobilisers in deterring opportunistic vehicle theft and increase the percentage of the national vehicle fleet that is fitted with an immobiliser.

Optimise alliances with appropriate government and private sector partners to promote key vehicle security messages.

Promote stakeholder and community debate on the merits of compulsory immobiliser schemes.

Provide a range of public education materials to stakeholders and interested parties.

Consider requests to contribute funds to state and territory activities.

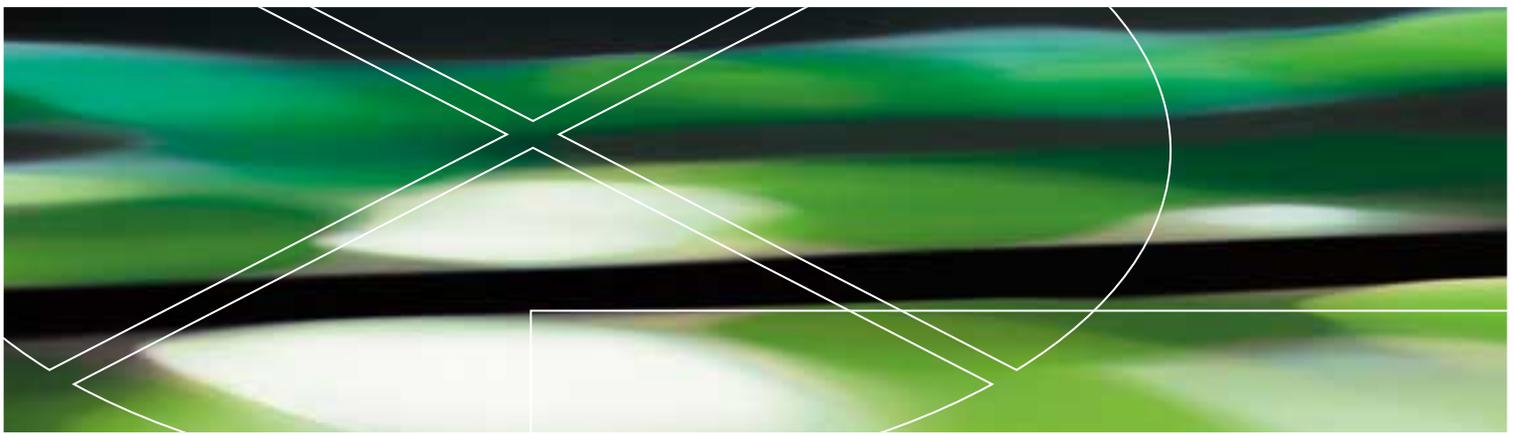
Outputs

Maintenance of the Council's Immobilise Now! program across Australia.

Improved levels of consumer awareness of secure practices and vehicle theft issues.

Reports of quarterly surveys of motorists published in the Council's Theft Torque newsletter.

Bi-monthly *EXPRESS* bulletin to communications professionals at the Council's stakeholder organisations.



sub-program b: reducing opportunistic theft

b3: juvenile motor vehicle theft prevention initiatives

Objective

To participate in the creation of the necessary framework for effective prevention programs which successfully reduce motor vehicle theft by addressing the different causes of juvenile offending behaviour.

Council Approach

During the Council's 2002 consultations, stakeholders continued to strongly advocate the Council taking a direct role in addressing youth car theft offending. While this role does not extend to re-current funding of programs, considerable investment is required in the form of seed funding to establish effective programs in new jurisdictions.

To encourage adoption of effective programs that focus primarily on young high-rate vehicle theft offenders within mainstream juvenile justice agencies, the Council has facilitated the development of a best practice model (BPM) program. A two-year pilot program, based on the BPM and jointly funded by the Council and the Commonwealth Government's National Crime Prevention program, commences operation in Tasmania in 2002. Preliminary discussions have also commenced with stakeholders in Western Australia and

Queensland on establishing further pilots in 2002/2003.

To ascertain the ultimate effectiveness of the Council's strategy in preventing juvenile offending the BPM pilots will undergo individual evaluation and an overarching meta-evaluation funded by National Crime Prevention. It is proposed that the results of these evaluations will inform a major research project into juvenile involvement in vehicle theft and the most effective interventions.

In addition to the BPM pilots, the Council has provided funding to Care and Communication Concern to facilitate the expansion of its Hand Brake Turn program to additional sites in Victoria and New South Wales.

The Council will also look for further opportunities to integrate its Spur of the Moment comic and Educators' Kit, and Ride of Your Life animation resources with other youth oriented education or communication programs.

2002–2003

Establish the Council's BPM program for a recidivist youth car theft offenders program in Tasmania.

Establish partnerships with appropriate agencies for establishing the BPM in Queensland and Western Australia.

Continue to promote the use of the Council's vehicle theft prevention youth resources in educational and youth focused programs.

Outputs

BPM program for young recidivist offenders operating in Tasmania, Western Australia and Queensland.

Monitor and refine the best practice model.

Increased level of awareness of the best practice program in all jurisdictions.

Integrate the Council's youth communications resources with other youth focused educational programs.



sub-program c: facilitating cooperation & effective implementation

c1: research and evaluation

Objective

To provide motor vehicle theft research systems that produce comprehensive, timely and reliable data for the evaluation of motor vehicle theft strategies for the use of the Council, policy makers, police and industry stakeholders.

Council Approach

One of the Council's key goals is to develop effective mechanisms to facilitate co-operation between industry, government and community groups to reduce motor vehicle theft. The ability to evaluate the effectiveness of theft reduction strategies and monitor changes in theft trends is critical to this process.

The Comprehensive Auto-Theft Research System (CARS) continues to provide the Council with a statistical basis for reporting national theft trends. The CARS system has been expanded over the past year to provide direct stakeholder access to the data via the CARS Analyser on-line statistical and mapping tool providing stakeholders with the ability to monitor and evaluate theft reduction measures at the local level. On-going upgrades to the CARS Analyser ensure that, where possible, the data requirements of the

Council's stakeholders can be met via the on-line service.

The Council also conducts consumer surveying with surveys now being undertaken quarterly rather than annually.

Other theft reduction issues to be examined in greater detail over the coming twelve months include an audit of stripped vehicles sold at auction to assist the Council's examination of vehicle identification issues (refer section A2) and a review of the efficacy of vehicle identification inspection arrangements implemented to support written-off vehicle registers.

2002–2003

Monitor theft trends as a primary element of the Council's Key Performance Indicators.

Provide comprehensive and timely motor vehicle theft data to Council stakeholders and policy makers while meeting stakeholder confidentiality requirements.

Commission specific evaluations of vehicle theft reduction strategies as required or as requested by Council's stakeholders.

Continue quarterly monitoring of community concern and attitudes to vehicle security.

Monitor the impact of component marking technology on the theft of marked vehicles (refer C1).

Completion of specific analyses on:

- the extent of stripping of recovered stolen vehicles presented for auction; and
- the efficacy of state and territory vehicle identity inspection arrangements

Outputs

CARS data available to stakeholders via the Council's Internet site and directly by request from the Council.

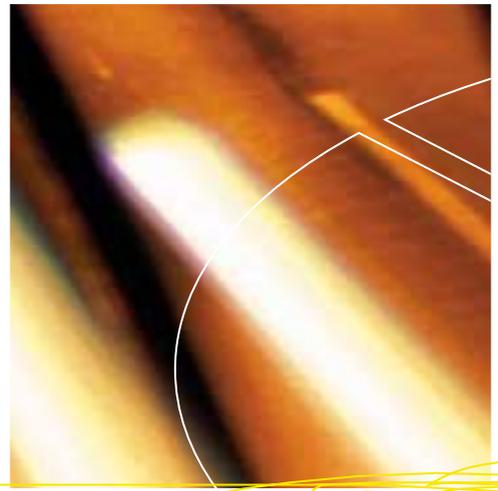
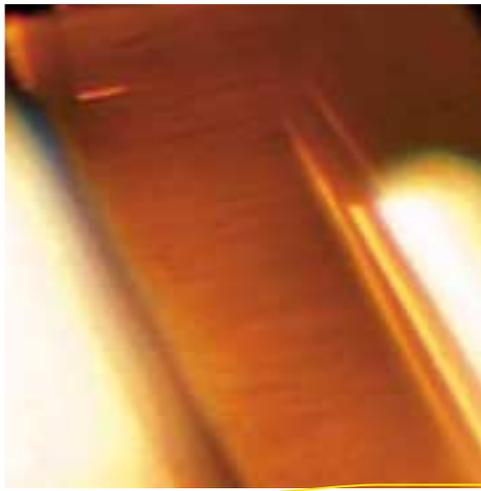
Quarterly and annual reports on motor vehicle theft trends.

Reports on specific motor vehicle theft initiatives as required.

Publication of performance indicators for the Council's operations.

Report on the extent of stripping in stolen vehicles presented for auction.

Report on the efficacy of state and territory vehicle identification inspections.



performance measures

The Council places a heavy emphasis on measurable outcomes and the delivery of high quality monitoring and evaluation processes. The Council's Key Performance Indicators (KPI) are considered crucial tools in measuring outcomes and determining the Council's success in achieving its mission.

The Council's KPI are based on the following principles:

- the Council will maintain continual monitoring and reporting throughout its life to gauge the effect of its theft reduction strategies;
- measurement of vehicle theft trends will be integral from the outset, but must be viewed from the perspective that some strategies will take several years to have an impact on theft statistics;
- the KPI should also measure the effectiveness of the Council's communications and consultation strategies; and
- measures for the first three years have focused on the process of delivering the strategies set out in the Council's

Strategic Plan. The emphasis for 2002/03, will be on the effectiveness of the overall raft of strategies.

A summary of the revised KPI framework is set out below.

Throughout the Council's operating period the following KPI will be reported upon.

Status of Motor vehicle theft trends in Australia, based on:

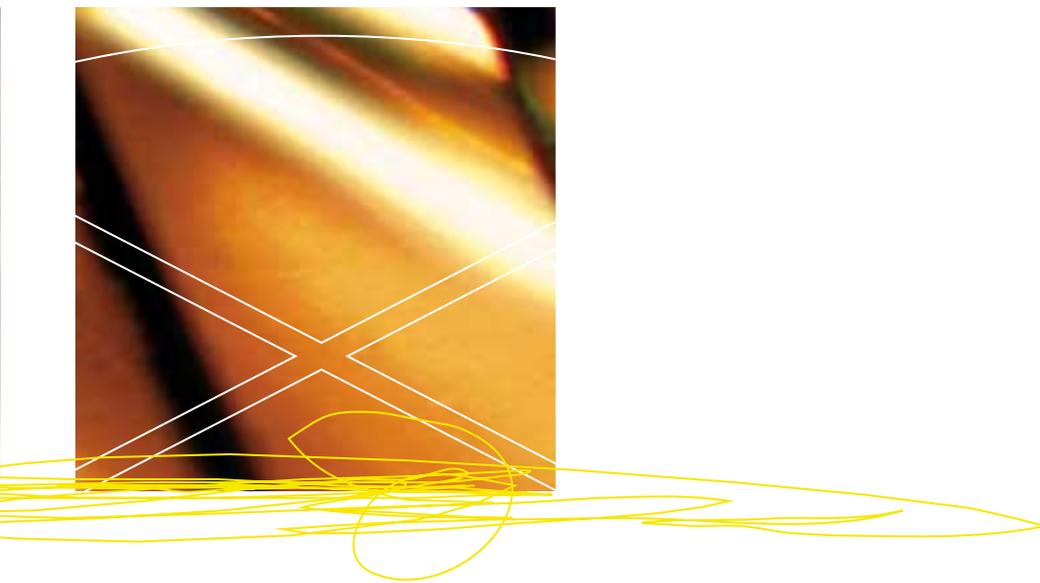
- comparisons with motor vehicle theft in comparable developed nations;
- reductions in the rate of vehicle theft per number of vehicles registered and per 1,000 population;
- reductions or changes in the incidence and nature of opportunistic and professional theft;
- community perceptions of motor vehicle theft relative to other crimes; and
- the economic and social cost of motor vehicle theft, including the costs borne by the insurance industry and criminal justice system.

Assessment of Council's consultation and communications processes, based on:

- stakeholders' perceptions of the Council's program co-ordination and consultation performance;
- the timeliness and quality (as assessed by stakeholders) of the Council's publications;
- analyses of references to the Council in the media and assessment of coverage as negative, neutral or positive; and
- an improved level of awareness of vehicle security practices and vehicle theft issues by the community.

Council's contribution to vehicle theft reforms by stakeholders, based on the:

- level of stakeholder activity in respect to significant motor vehicle theft reforms (in progress or completed);
- level of stakeholder response to the reforms promoted by the Council for the period; and
- level of Council's influence on the implementation of reforms (major positive impact, minor positive impact, no impact, negative impact).



appendix 1: issues likely to require action post 2003

To ensure the current raft of vehicle theft reforms fully deliver their potential benefits, and to prevent a reversion to the pre-Council status quo, the following issues will require action post 2003.

- Auditing of transport agency and insurance company compliance with procedures to support NEVDIS and WOVR related business rules.
- Evaluation of the various models of vehicle identity inspections to identify any systemic weaknesses and recommend improvements.
- Facilitation of multi-agency agreements to provide public access to cross border vehicle information.
- Negotiation of third party access to NEVDIS to enhance the business practices of insurers and the motor trades.
- Monitoring of police service priority assigned to vehicle theft investigation.
- Assessment of the level of organised vehicle crime intelligence collation within the new national intelligence structure.
- Assessment of Australia's exposure to the international trade in stolen vehicles and parts and development of prevention and detection strategies.
- Facilitation of individual state-based implementation strategies for compulsory immobilisation.
- On-going evaluation and development of improved vehicle identification systems.
- Development of infrastructure to support moves towards a full vehicle component identification system.
- Facilitation of insurance industry commitment to fraud and theft reduction strategies.
- On-going facilitation of a parts recycling code of practice to minimise the use of stolen parts throughout the motor trades.
- Evaluation, research and promotion of juvenile programs to secure integration of best practice into mainstream juvenile justice agencies.
- Maintenance and co-ordination of public awareness campaigns.

appendix 2:

2002/2003 outputs

a: reducing professional theft

Program/Objective	Activity	Outputs
National Information Exchange	<p>Oversee completion of registration authority linkage to NEVDIS and monitor compliance with agreed checking protocols.</p> <p>Oversee complete implementation of nationally consistent Written-off Vehicle Registers (WOVR) in all states and territories.</p> <p>Undertake evaluation of vehicle inspection services in each state and territory.</p> <p>Facilitate improved consumer access to vehicle status information nationally via REVS networks.</p> <p>Provide grants and/or resources for systems enhancements where necessary.</p>	<p>Completion of the national information grid, with quarterly reports on compliance with business rules and recommendations for improvements if necessary.</p>
Motor Vehicle and Component Identification	<p>Audit vehicles processed via major damaged vehicle auction houses to determine the extent of professional stripping of vehicles for parts.</p> <p>Develop an industry Code of Practice to minimise the likelihood of stolen parts being laundered through legitimate parts recyclers.</p> <p>Facilitate adoption of security labels utilising agreed technical specification across the motor industry.</p> <p>Promote the adoption of VIN-based microdot marking systems to vehicle manufacturers, and establish support infrastructure.</p> <p>Evaluate the impact of component marking technologies on the theft of marked vehicles.</p>	<p>Audit report to inform the on-going development of component identification systems.</p> <p>Agreed industry code of practice to be used as a template for preparation of an implementation plan.</p> <p>Application of secure labels to a significant percentage of new vehicles entering the Australian market.</p> <p>Further adoption of VIN-based microdot marking by significant sections of the motor industry.</p> <p>Evaluation of BMW & HSV thefts to support the extension of component marking throughout the vehicle industry.</p>

b: reducing opportunistic theft

Program/Objective	Activity	Outputs
<p>Vehicle Design</p>	<p>Maintain the Immobilise Now! program to promote the effectiveness of engine immobilisers to the general community.</p> <p>Implement design related recommendations of the Council's motorcycle research, as required.</p>	<p>Increased public awareness of vehicle theft and increased vehicle security through after-market immobilisers.</p> <p>Strategies to improve motorcycle security.</p>
<p>Secure Practices</p>	<p>Promote the value of after-market AS approved engine immobilisers in deterring opportunistic vehicle theft.</p> <p>Form alliances with appropriate government and private sector partners to add value to their public education campaigns.</p> <p>Promote best practice principles for compulsory immobiliser programs and engender stakeholder support for implementation.</p>	<p>Increased percentage of immobilised vehicle fleet.</p> <p>Increased public awareness and response to vehicle theft</p> <p>Compulsory immobilisation schemes to be considered by government.</p>
<p>Juvenile Motor Vehicle Theft Prevention Initiatives</p>	<p>Actively promote the best practice model for recidivist youth car theft offenders and in conjunction with the Commonwealth support its replication in identified jurisdictions.</p> <p>Develop opportunities to integrate vehicle theft prevention messages into road safety or other youth oriented education or communications programs.</p>	<p>Youth programs operating in TAS, QLD and WA.</p> <p>Materials aimed at increased awareness among young people of the consequences of vehicle theft.</p>

appendix 2:

2002/2003 outputs

c: monitoring and evaluation

Program/Objective	Activity	Outputs
<p>Facilitating Co-operation & Effective Implementation</p>	<p>Provide comprehensive and timely motor vehicle theft data to Council stakeholders and policy makers while meeting stakeholder confidentiality requirements.</p> <p>Undertake feasibility of implementing the recommendations of the “Impacts of insurance practices on vehicle theft, and the extent of vehicle-related insurance fraud” report.</p> <p>Monitor the effectiveness of immobilisers (and their technical specifications) as a theft deterrent.</p> <p>Commission specific evaluations of vehicle theft reduction strategies as required or as requested by Council’s stakeholders.</p>	<p>Data to increase attention to vehicle theft issues and improve focus on critical issues.</p> <p>Report identifying the level of insurance industry support for taking recommendations forward.</p> <p>Promotion to increase public confidence in immobilisers as a theft deterrent.</p> <p>Evaluations to guide strategy implementation.</p>



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Theft Reduction Council
driving down vehicle theft

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