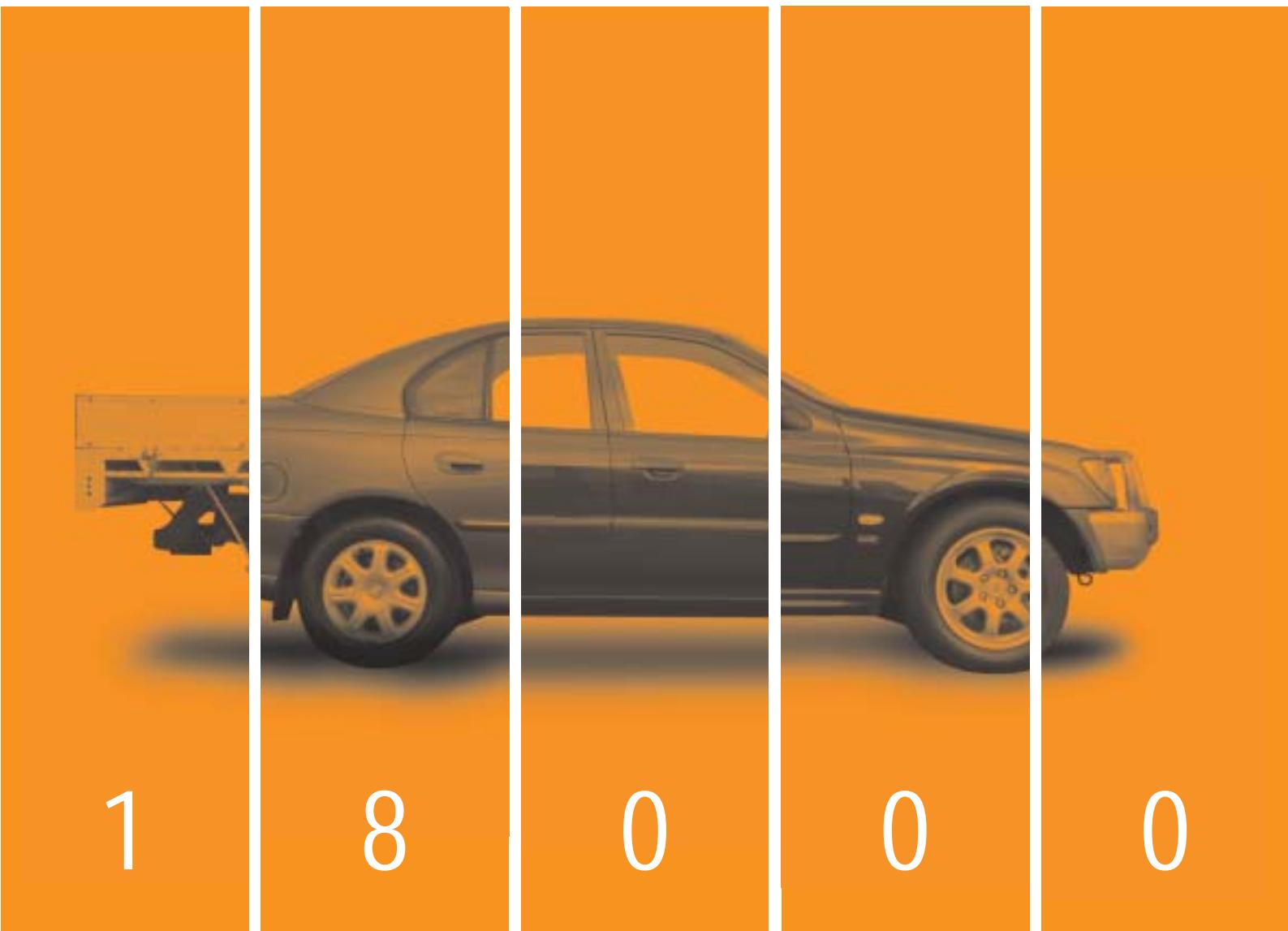




National Motor Vehicle
Theft Reduction Council
driving down vehicle theft

Strategic Plan 2005



Driving down the missing 18,000: Vehicle theft reform in Australia 2005-2007

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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.

Some 18,600 vehicles – the Missing 18,000 – were 'lost' in 2004 compared to 19,500 in 2003 and 18,900 in 2002. The trade in stolen vehicles is still estimated to net criminals more than \$500 million per annum.

What happens to 18,000 missing vehicles?

1.

Dumped in bushland or waterways



Foreword

The past five years has seen unprecedented reform of government and business practices and systems to combat vehicle crime. Certainly, many things are working. Almost 10,000 fewer vehicles were stolen in 2004 and the nation continues to enjoy record low theft rates.

Despite these significant gains, vehicle crime still places a significant economic and social burden on Australia (estimated to range up to \$1 billion) with around one in five vehicles stolen in 2004 not recovered. These 18,000 'missing vehicles' present the NMVTRC and its stakeholders with a major challenge to identify and implement innovative ways to further reduce the impacts of vehicle crime.

As the President of the Insurance Council of Australia, Michael Hawker, observed on the issue of tort reform in late 2004, reform programs must be closely monitored and continually updated. It only takes two or three years before previous reforms no longer have the same impact that they had when initially implemented and new approaches are required to meet new challenges. The same can be said of vehicle theft reform.

There is no doubt that the many initiatives implemented over the past several years have impacted on those unscrupulous individuals and networks that profit from car crime. But those networks are extremely adaptive and quick to identify new or remaining system weaknesses to continue to ply their illicit trade. If – as the relatively static recovery rates suggests – the biggest driver of recent reductions has been a lower level of juvenile offending, these 'record lows' will not be sustainable without further action across industry and government. Like other major social and economic changes, implementing sustainable vehicle theft reform is a journey not a destination and we need to continue to adapt our strategic responses to take account of changes in the criminal environment.

The theme of this year's annual state and territory planning forums in May and June – Driving Down the Missing 18,000 – focused stakeholder attention on the government, business and community 'settings' that allow so many vehicles to continue to vanish from our roads.

Executives attending the forums were asked to consider a series of key questions about where these vehicles go, and the additional measures required to ensure that the business practices, system fixes and relationships that have been collectively developed over the past five years continue to reduce the impact of vehicle crime on Australia.

That feedback has been a key input into the formulation of this Plan which sets the vehicle theft reform agenda for the next three years. The Plan maintains a clear focus on full implementation of current initiatives, but will:

- apply a more 'forensic' approach to analysing vehicle theft data so that the NMVTRC and its stakeholders can be confident that the 'fluid' dynamics of organised car crime are clearly articulated and understood by all audiences;
- place greater emphasis on the development of case studies of the prevailing modus operandi of criminal networks to unlock potential new countermeasures against profit-motivated theft; and
- take greater account of the vehicle theft related fraud amongst both unrecovered and stolen/recovered vehicles.



David M Morgan
Chairman

What happens to 18,000 missing vehicles?

2.

Subject to fraudulent claims



Reducing Vehicle Theft in Australia – the Context

Background

The NMVTRC'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 NMVTRC's stakeholders.

As in previous years, a series of stakeholder workshops – the 2005 StratPlan Forums – have been a major influence on the development of the Plan. These annual forums with senior executives of stakeholder organisations help to ensure that the NMVTRC and its stakeholders develop a shared vision of what the priority actions required are and where the greatest resources should be invested. Discussions held with peak bodies and stakeholders throughout the past 12 months of the NMVTRC's operations have also assisted to shape the revised Plan.

As observed in the Foreword, this Plan has been developed on the premise that while the recent unprecedented reductions in theft levels are welcomed, much remains to be done to lock in and further improve on those results. As the vehicle theft landscape continues to evolve, so must the search for innovative solutions to combat the activities of determined vehicle thieves.

Figure 1: Vehicle Theft Reform Process



To develop answers to who is stealing the Missing 18,000 and where they are going, the NMVTRC examined the characteristics of the vehicles involved.

What happens to 18,000 missing vehicles?

3.

Dismantled for parts



Part A – Strategic Assessment

Development and Delivery of Reforms

Method of operation

The primary role of the NMVTRC is to facilitate the implementation of vehicle theft prevention reforms, and coordinate associated activities across industry, agency and jurisdictional boundaries. As a result the NMVTRC'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 NMVTRC's internal resources are small, the establishment of productive relationships with stakeholders and others is absolutely crucial to the delivery of its theft prevention reforms. Only by its stakeholders embracing and adopting the reforms promoted by the NMVTRC can it deliver sustainable reductions in vehicle theft.

Basis of Strategic Plan

Current theft environment

As observed earlier, the volume and rate¹ of vehicle theft in Australia is at a 30-year low.

The total reduction in stolen vehicle numbers since the NMVTRC's inception, using its foundation year of 1999 as the baseline, is more than 112,000 vehicles, saving:

- the community more than \$670 million²; and
- insurers more than \$160 million³ in total claim costs.

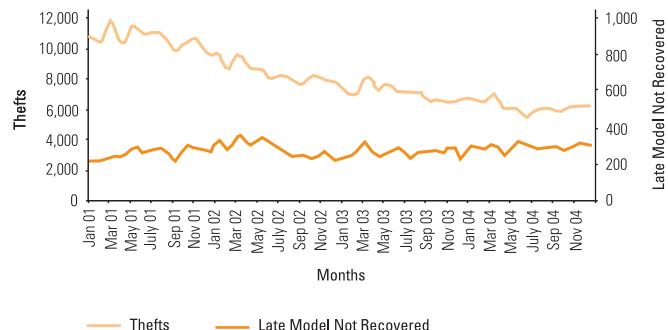
The strong overall performance has enabled Australia to relinquish its former top ranking on the 'league table' of the worst performing nations. Australia now occupies fifth spot behind Canada (1), the United Kingdom (2), France (3), USA (4), but ahead of Italy (6), Belgium (7), Germany (8) and Japan (9).

Despite this, more than one in five vehicles stolen in 2004 appeared to simply vanish – the primary indicator of organised criminals seeking to convert stolen vehicles into cash by on-selling the whole vehicle or stripping its parts for profit. While total thefts have reduced by more than 30 per cent in the past three years, the recovery rate of stolen late model vehicles has remained static.

Some 18,600 vehicles – the Missing 18,000 – were 'lost' in 2004 compared to 19,500 in 2003 and 18,900 in 2002. The trade in stolen vehicles is still estimated to net criminals more than \$500 million per annum.

To illustrate this point Figure 2 shows the clear distinction between the overall decline in theft and the rate at which stolen late model vehicles 'vanish'.

Figure 2: All thefts versus late models⁴ 'missing' (2001-2004)

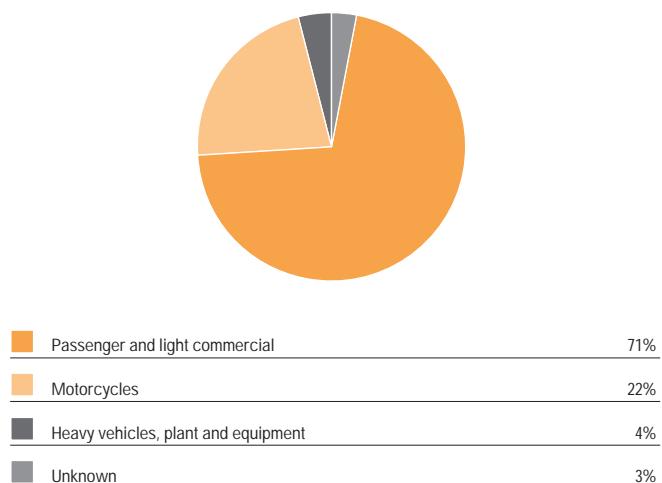


Only around half⁵ of all thefts reported to police result in an insurance claim. Insurers report that, despite record low rates of theft, both the aggregate and average cost of claims began escalating in 2004.

To try and develop answers to who is stealing the Missing 18,000 and where they are going, the NMVTRC examined the characteristics of the vehicles involved. Of the Missing 18,000:

- 4 per cent (750) were heavy vehicles or plant and equipment;
- 22 per cent (4,237) were motor cycles; and
- the overwhelming majority – 71 per cent (13,664) – were passenger cars and light commercials (PLC).

Figure 3: What type of vehicles go missing?



1. Per 1,000 vehicles and per 1,000 population (NMVTRC 2005).

2. Based on cost per incident as determined by Counting the Cost of Crime in Australia, Australian Institute of Criminology (2003).

3. Analysis of NMVTRC CARS claims data.

4. Post-1995 passenger and light commercial vehicles.

5. Analysis of NMVTRC CARS claims data.

Part A – Strategic Assessment

continued

Where are these vehicles going?

Based on an analysis of the characteristics of vehicle type, age, value, insurance cover, financial interest, export potential and immobiliser presence the NMVTRC's 'top-line' estimates were that:

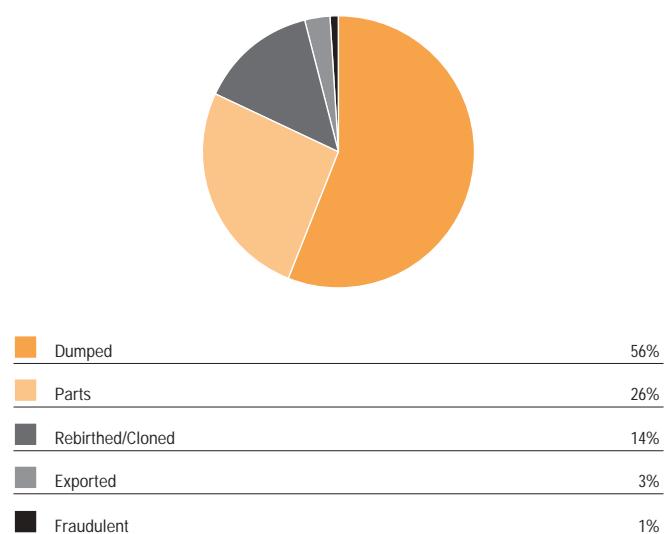
- one in four stolen heavy vehicles (and almost half of all stolen items of plant and equipment) are never recovered and are likely to have been stolen for financial gain;
- all missing post-1999 motorcycles were likely to have been subject to theft for profit or own use; and
- in relation to the missing 13,600 passenger and light commercial vehicles (PLCs):
 - up to 7,600 older vehicles (56 per cent) are likely to have been dumped in bushland or waterways;
 - up to 150 may have been the subject of fraudulent insurance claims;
 - no more than 350 are likely to have been exported from Australia;
 - up to 2,000 may be rebirthed or cloned as whole vehicles; and
 - up to 3,500 may have been dismantled for parts.

While predicting the fate of non-recovered vehicles is necessarily speculative, the NMVTRC's estimates were largely viewed by stakeholders as being sound. The principal areas of contention relate to the:

- number of dumped vehicles, with:
 - insurers in several jurisdictions indicating they are suspicious of significant levels of fraud amongst lower agreed value claims;
 - police in New South Wales (NSW) suggesting more active re-birthing of older vehicles in some lower socio-economic regions of that State;
 - stakeholders in several jurisdictions suggesting more active parts demand for older vehicles than estimated;
- re-birthing/cloning and dismantled for parts estimates, with:
 - stakeholders in NSW suggesting significantly lower than estimated numbers of re-birthed and cloned vehicles, but much higher demand for separated parts; and
 - some Victorian stakeholders expressing the view that the NMVTRC's re-birthed/cloned values are an underestimation of likely activity; and
- extent, in several jurisdictions, of the non-sanctioned pick-up and disposal of abandoned vehicles (including the crushing or shredding of the stripped shells of stolen vehicles) via legitimate metal recyclers.

Follow up discussions are planned with selected stakeholders to refine 'disputed' estimates as part of a formal program to apply a more 'forensic' approach to analysing unit vehicle theft data.

Figure 4: Where do missing PLC vehicles go?



What are the major challenges for reducing the theft of particular vehicles?

Passenger and light commercial vehicles (PLCs)

The presence of an engine immobiliser dramatically reduces a vehicle's vulnerability⁶ to theft and only 17 per cent of the missing PLCs⁷ were fitted with an Australian Standards Equivalent⁸ (ASE) immobiliser as original equipment.

The vast majority of the remaining 11,300⁹ vehicles therefore posed little challenge to thieves and could be broken into and stolen using basic tools such as a coat hanger and screwdriver.

In respect of the ASE immobiliser equipped vehicles, the NMVTRC is yet to be presented with any evidence of an ASE immobiliser being defeated at the roadside. Such vehicles are therefore being stolen via access to keys/transponders, or lifting and towing. (A small number will also represent fraudulent claims made by the vehicle owner.)

The NMVTRC estimates that one in five Australian thefts involve vehicles with keys left in the ignition and studies around the world¹⁰ show that more than 70¹¹ per cent of all late model thefts are facilitated via access to keys. This may include:

- theft of an original key from residential, business or recreational premises;
- acquisition of a key by other means (test drives, dealer showrooms, car rentals, fraudulent ordering of replacement keys); or
- in a small number of cases – theft by force¹².

For those immobilised vehicles not stolen by key, the thieves require access to winching, lifting and/or towing equipment. This may involve rogue elements of the mainstream towing industry albeit without the knowledge of the business operator.

Key actions for minimising the theft of PLCs

There is clearly a need for much greater emphasis in promoting secure key management practices to both industry and motorists to lower the incidence of easy access to keys.

While the NMVTRC remains a strong advocate of the compulsory retrofitting of engine immobilisers to older vehicles, it accepts that in a period of sustained theft reductions it is less likely that governments will follow Western Australia's lead and introduce such laws.

Therefore, as opportunities to mandate compulsory retrofitting are likely to be limited, the search for new innovative ways to encourage voluntary take-up and more clearly articulating the true personal and community costs of theft will remain a priority.

The NMVTRC will also:

- examine the feasibility of extending the electronic protection of keys and/or vehicles in conjunction with vehicle manufacturers and after-market suppliers; and
- work with peak associations and specialist business insurers to develop more targeted messages for the motor trades in relation to on-site security and the installation of engine immobilisers to used vehicle stock as a pre-sale feature.

The NMVTRC will also work with transport agencies nationally to examine options to confirm the veracity of transfer of registration transactions and ensure that written-off vehicle, vehicle inspection and consumer information practices provide an effective last line of defence against criminal networks.

Effective vehicle identification technologies remain central to making it more difficult for criminals to re-identify whole vehicles and trade in separated parts. Secure compliance labels should at last become a reality in 2005-2006, but the next major challenge will be to find effective solutions to making whole vehicle marking, such as VIN-based microdots, viable in high-volume, just-in-time manufacturing environments.

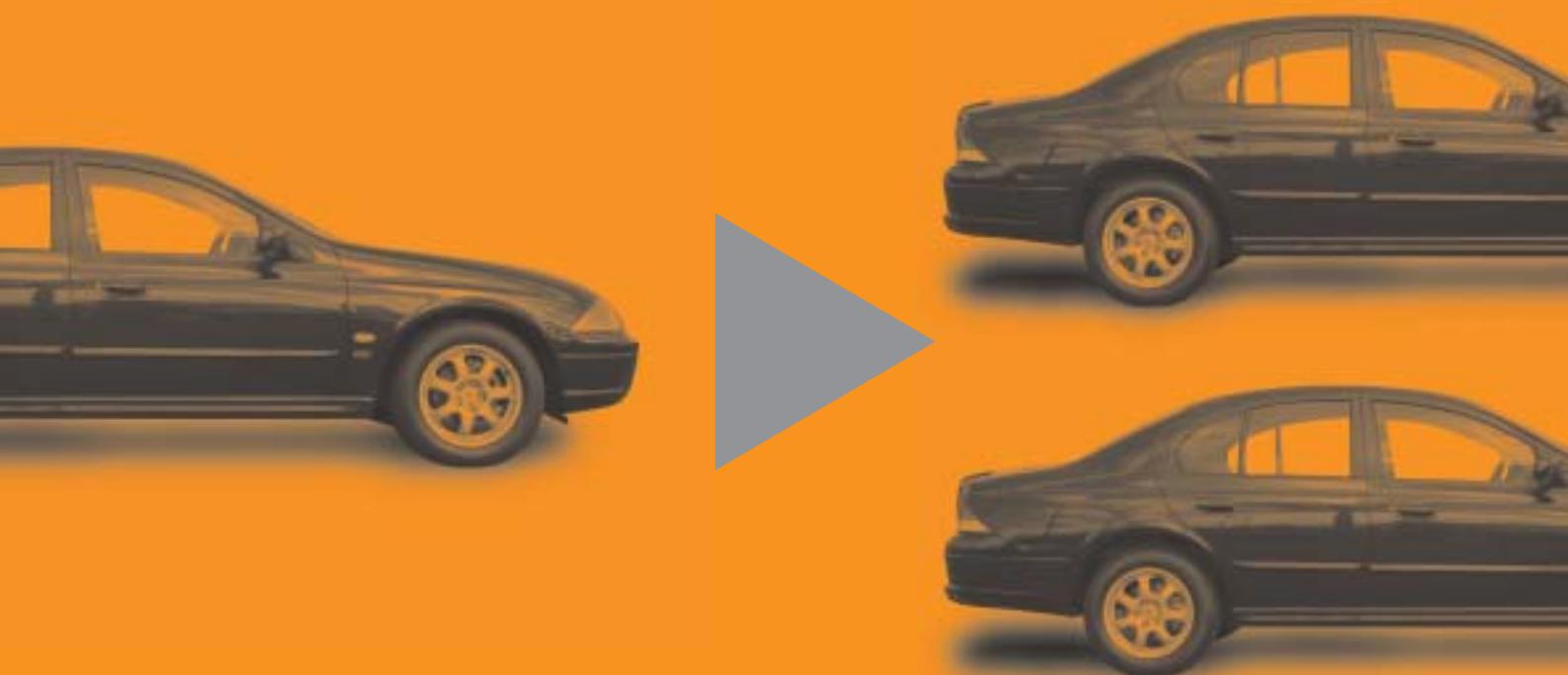
6. Vehicles protected by an Australian Standards Equivalent (ASE) immobiliser are stolen at a rate of one in every 457 vehicles – cf one in every 230 for vehicles with a non-ASE device, and one in 113 for vehicles without an immobiliser (NMVTRC 2005).
7. Unlike passenger cars, light commercials are not required by law to be fitted with an ASE immobiliser as standard equipment.
8. The term Australian Standards Equivalent was developed by the NMVTRC to cover original equipment engine immobilisers that comply with Australian Design Rules and after-market devices that meet Australian Standards.
9. While some of these vehicles may have been protected by an after-market engine immobiliser the individual vehicle records do not contain sufficient details to confirm this nor the standard of any device fitted. NMVTRC research suggests that only around five in 10 of all PLCs are fitted with an engine immobiliser.
10. NMVTRC (2001), Home Office, United Kingdom (2004), Insurance Federation, Sweden (2004).
11. Analysis of NMVTRC CARS data.
12. Despite the media attention that isolated incidents receive, force is used in fewer than 0.09 per cent of all thefts (NMVTRC 2003).

While predicting the fate of non-recovered vehicles is necessarily speculative, the NMVTRC's estimates were largely viewed by stakeholders as being sound.

What happens to 18,000 missing vehicles?

4.

Re-borned or cloned as a
whole vehicle



Part A – Strategic Assessment

continued

The emergence of electronic vehicle identification technology that can securely interact with road system management and other public and private infrastructure has the potential to make the movement of stolen vehicles by criminals much more difficult – both at the moment of theft and attempted disposal.

The NMVTRC is keen to promote innovation in vehicle security and access systems.

Motorcycles

The dynamics of motorcycle theft vary considerably from those of other vehicles. In 2004:

- more than 6,000 motorcycles were stolen (representing 7 per cent of all thefts);
- fewer than 30 per cent (1,800) were recovered;
- unlike other vehicles – newer motorcycles are more at risk than older ones;
- the risk of multiple thefts from a single location is much greater than for other vehicles; and
- in respect of non-registered motorcycles – the VIN is reported in only one in five thefts notified to police.

Due to the ease with which motorcycles can be lifted and placed on other vehicles:

- active security systems (such as disc locks and engine immobilisers) only have a limited impact on theft; and
- passive systems such as effective identification systems – which increase the likelihood of detection of suspicious bikes or components – are more likely to deter thieves.

Low recovery rates are driven by the ease with which motorcycles can be disassembled and sold for parts and – in the case of off-road motorcycles – the absence of ‘mandatory’ transactions at which a suspicious vehicle may be detected. Developing effective interventions for any vehicle outside the mainstream registration system is extremely difficult for this reason.

Unregistered and off-road bikes account for 55 per cent of all missing motorcycles. They also pose a significant risk for legitimate dealers due to the difficulty of conclusively determining the legitimacy of second-hand stock.

There is general consensus that for on-road bikes the demand for parts is the principal driver of theft. In some cases, the value of separated components is considered to exceed that of complete units¹³. There are also anecdotal reports that many stolen motorcycles are broken down and used for spares in amateur motorsport events.

In surveys conducted by the NMVTRC motorcycle owners have indicated a willingness to pay extra for more effective security systems – including better identification – but manufacturers have to date shown little willingness to address the problem.

In the NMVTRC’s analysis, all post-1999 missing motorcycles (1,700) are likely to have been stolen for personal use or profit.

Key actions for minimising the theft of motorcycles

Improving the standard of motorcycle identification is the intervention most likely to deliver significant reductions in the theft of motorcycles¹⁴ and improve recovery rates.

The absence of mandatory transactions (at which suspicious vehicles may be detected) makes the theft of off-road motorcycles more akin to that of other portable property, such as electronic consumer goods. It is therefore extremely difficult to design practical interventions to reduce the incidence of theft for this group.

It is clear that consumer laws which require motorcycle traders to guarantee clear title for off-road bikes are unfair and expose them to unreasonable financial risk. The NMVTRC will therefore work with peak industry groups to promote legislative reform of state and territory fair trading laws in this regard.

Heavy vehicles, plant and equipment

The original theft reduction plan developed by the NMVTRC’s predecessor – the National Motor Vehicle Theft Reduction Task Force – did not include any specific recommendations to combat heavy vehicle¹⁵ or plant and equipment¹⁶ theft, and relatively little research has been undertaken on the issue in Australia to date.

In 2004 some 1,950 heavy vehicles and 480 items of plant or equipment (PE) were stolen. The non-recovery rate for heavy vehicles is about the same as that of PLCs at 25 per cent (490 vehicles) but was much higher for PE at 54 per cent (260 items). While the frequency of heavy vehicle and PE theft is relatively low (only 2 per cent of all thefts) the cost of an incident can be extremely high with a single prime mover or large excavator worth hundreds-of-thousands of dollars. Interestingly, however, late model prime movers made after the mid-1990s are rarely reported stolen and nearly always recovered.

13. NSW Police Service 2003.

14. The standard of engine immobiliser systems on motorcycles is generally accepted to be high, but their portability limits their effectiveness compared to other vehicles.

15. Heavy vehicle refers to freight and passenger carrying vehicles with a gross vehicle mass greater than 4.5 tonnes.

16. Includes graders, bulldozers, excavators, back hoes, compactors, vehicle mounted generators, etc.

Part A – Strategic Assessment

continued

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.

Like motorcycles, both heavy vehicles – particularly prime movers – and PE pose significant challenges in developing effective countermeasures. In the case of prime movers the high level of customisation of vehicles and the interchangeability of key components makes conclusive identification very difficult even for the very experienced eye¹⁷. PE pose similar problems to off-road bikes in that, because most operate outside the mainstream registration system, there are no mandatory transactions at which a suspicious vehicle may be detected. In addition, identification marks are generally limited to non-unique serial numbers – the legitimacy of which cannot be easily interpreted or verified by non-experts.

Conditional registration of PE has been proposed from time to time but has been steadfastly resisted by industry in most parts of Australia due to the onerous levels of stamp duty that apply to registration transactions and the reluctance of state revenue offices to grant exemptions.

There are also anecdotal claims that suggest there is an extensive and accepted theft culture within some elements of related industries. The construction industry successfully established a privately operated register of stolen PE – linked to equipment dealer databases – but the level of data capture and utilisation appears to be low.

The United Kingdom has a privately run register and recovery service, but views on its effectiveness and value are mixed.

Key actions for minimising heavy vehicle theft

Discussions with stakeholders indicate they are divided on whether the incidence of heavy vehicle and PE theft was sufficient to warrant development of a specific suite of countermeasures.

However, the NMVTRC proposes to examine related theft data in more detail and form an expert panel of specialist insurers and industry representatives to review the potential for applying specific heavy vehicle and PE strategies.

17. This was one factor in excluding heavy vehicles from mandatory written-off vehicle reporting requirements.

Optimising intelligence holdings

The overwhelming majority of vehicles stolen in Australia (three out of every four) are stolen by juvenile thieves looking for short-term transport albeit in some cases it may have been to aid the commission of other crime. It is organised criminals however who overwhelmingly account for the missing 18,000.

While there is no single profile of a career car criminal, the organised networks that have been exposed by police investigations often share a number of common characteristics. Typically:

- they are Australian nationals by birth with extensive criminal records and strong connections to ethnic groups;
- they operate via family or close friendships, but know how to connect with like networks both locally and interstate;
- they use flat ‘management’ structures;
- they will be involved in other serious crime including illicit drugs and weapons trafficking, money laundering, identity fraud, insurance/financial fraud and tax avoidance;
- they are drawn together by the lure of large financial rewards, but are not necessarily ostentatious in personal spending/assets;
- they assign specialist functions to gang members to compartmentalise the crime into distinct elements, i.e. vehicle procurement, suppliers of keys, carriers, couriers, re-birthers, shredders, brokers/fencers/sellers, stashers, document forgers;
- those at the lower end of the ‘chain’ are likely to be younger than those at high end; and
- they quickly ‘refine’ their methods by closely scrutinising changes in infrastructure or ‘recruiting’ expert knowledge from government (registration authorities, police) and business sources (vehicle manufacturers, vehicle retailers, repairers, recyclers) to identify new or remaining system weaknesses.

In some European Community (EC) countries, authorities have noted that gangs operating exclusively in domestic markets are increasingly focusing on vehicle stripping and parts distribution, while those with international operations focus exclusively on whole vehicles.

In both Australia and overseas, successfully prosecuting car criminals is extremely resource intensive and involves long lead times due to the complexity of the scams used by thieves, the loose networks by which they operate and the heavy reliance on complex forensic techniques to conclusively identify suspect vehicles seized in the process. In Australia, major investigations typically take more than 12 months and in the EC there is an emerging trend to cap investigations at six months.

Despite the underlying professional activity, with such big reductions in total theft numbers in Australia in recent years, it is unlikely that the current level of police resources applied to investigating car crime will be maintained beyond the medium term.

Many organisations (law enforcement agencies, transport agencies, insurers) develop suspicions about individuals with whom they deal. Optimising the secure sharing of information between key agencies and the private sector will therefore be crucial to fighting organised criminal networks in the future.

There is understandably concern that such processes must be transparent and may require legislative support and/or clarification around the impact of national and local privacy laws.

Stakeholders in some jurisdictions claim that effective mechanisms are already in place in some jurisdictions and that these could be examined for potential wider application nationally.

Several models to maintain police responses (and expertise) were put forward as worthy of wider application. In particular:

- the co-location of specialist police and transport agency personnel within Queensland Transport's Vehicle Identity Unit;
- the rotation of divisional detectives through the central property crime squad in NSW; and
- ensuring the Australian Crime Commission's Vehicle Re-birthing Desk and Knowledge Bank is maintained.

Follow up discussions are planned with selected stakeholders to refine 'disputed' estimates as part of a formal program to apply a more 'forensic' approach to analysing unit vehicle theft data.

What happens to 18,000 missing vehicles?

5.

Exported from Australia



Part B – Work Program (2005-2006)

Based on the NMVTRC's strategic assessment of vehicle crime in Australia, its Work Program for 2005-2006 will focus on the following priorities.

Sub-Program A – Reducing the Cost of Theft

Element	Actions	Outcomes
Strategy Development	<p>Apply 'forensic' approach to data analysis and use case studies to develop improved understanding of the prevailing modes of professional vehicle theft.</p> <p>Review heavy vehicle and plant thefts in conjunction with specialist insurers and industry.</p>	Suite of new countermeasures and infrastructure responses to address changes in theft methodologies.
Vehicle Security: Vehicle Security Labels	Facilitate adoption of secure VIN labels by vehicle manufacturers and importers.	Adoption of world's best practice in vehicle ID leading to application of improved identification to new vehicles via vehicle security labels and whole of vehicle marking technologies.
Whole of Vehicle Marking	<p>Facilitate adoption of online trial (proof of concept) by an Australian vehicle manufacturer of whole of vehicle marking in high volume manufacturing.</p> <p>Review options for improving the identification of motorcycles.</p>	Adoption of world's best practice in vehicle ID.
Electronic Vehicle ID and Vehicle Tracking	Support the development of vehicle tracking systems and the integration of emerging electronic ID systems with public and private infrastructure.	<p>Development of an Australian/New Zealand Standard for vehicle tracking systems.</p> <p>Further development of electronic vehicle ID concepts.</p>
Enhanced Vehicle Security Systems	<p>Encourage manufacturers of light commercial vehicles to fit ASE engine immobilisers as standard equipment.</p> <p>Monitor and support the development of improved vehicle access and protection systems.</p>	<p>Increased level of protection for this major sub-group of vehicles that are targeted by both juvenile and professional thieves.</p> <p>Showcasing world's best practice in vehicle protection.</p>
Infrastructure Support	<p>Ensure integration of improved vehicle identification technologies with police, transport agency and relevant motor trades vehicle inspection and investigative practices.</p> <p>Promote Australian advances in whole of vehicle marking systems in domestic and international forums.</p> <p>Utilise vehicle security rating systems to raise public awareness and encourage industry best practice.</p> <p>Enhance the online 'early warning system' to alert registration authorities to those vehicles currently most at risk of re-birthing.</p> <p>Work with peak associations and specialist business insurers to develop more targeted messages for the motor trades in relation to on-site security.</p> <p>Develop proposals with peak associations to resolve fair trading laws in respect of off-road motorcycles.</p>	<p>A reduction in stolen vehicles passing undetected through vehicle registration identity inspections.</p> <p>Improved investigation outcomes for police leading to an increased deterrence of professional motor vehicle theft.</p> <p>Reduced incidence of weak on-site practices which may facilitate theft from commercial motor trades premises.</p> <p>Fairer trading laws for off-road motorcycle retailers.</p>
Management of Vehicle Components	Monitor the on-going management of the recyclers' code of practice via the National Parts Code (NPC).	Report on the impact of NPC in reducing opportunities of stolen parts entering the recycling industry.
Registration Practices: System Performance	Finalise and implement registration systems performance monitoring framework and report on outcomes.	Continuous improvement of the national information grid and integration with insurance and motor trades' business practices to strengthen barriers against vehicle re-birthing and fraud.
Refining Written-off Vehicle Practices	Finalise agreement on outstanding issues and implement solutions to written-off vehicle register inconsistencies and monitor systems performance.	Continuous improvement of system operation and vehicle inspection standards to ensure a high likelihood of re-birthed stolen vehicles being detected.

Part B – Work Program (2005-2006) continued

Sub-program A – Reducing the Cost of Theft continued

Element	Actions	Outcomes
National Systems Enhancements	<p>Facilitate actions to support a fully national virtual one-stop-shop for vehicle status information.</p> <p>Develop work program for further enhancements to the collection and exchange of vehicle information in respect of unregistered mining vehicles, vehicles refused registration on identity grounds, unregistered motorcycles, plant and equipment.</p>	<p>A significant reduction in the avenues for the disposal of stolen vehicles through improving information access for insurers, motor trades and consumers.</p> <p>Continuous improvement of system operation.</p>
CARS Data Services	Undertake enhancements that lead to continued improvements in information services provided by CARS including the provision of monthly updates.	Improved information flows into and out of CARS to aid effective policy and resource decisions.
Vehicle Related Fraud Reduction	In conjunction with insurers develop a vehicle fraud strategy including a VIN validation pilot project.	Reduction in reported theft numbers through identification and reduction in fraudulent reports.
Investigative Responses	<p>Monitor and facilitate improvements in the level of national priority assigned to intelligence collation and investigations including export of stolen vehicles.</p> <p>Develop options for the transparent and secure sharing of information between key agencies and the private sector.</p> <p>Review New South Wales and Queensland models for maintaining police responses (and expertise) for potential wider application.</p> <p>Maintain and enhance the function of the Investigative Managers' Forum.</p>	Improved priority for intelligence gathering and dissemination on the activities of organised vehicle theft rings leading to improved investigation outcomes.

Sub-Program B – Reducing the Volume of Theft

Element	Actions	Outcomes
Securing Older Vehicles	<p>Maintain public awareness programs including media campaigns and distribution of public and industry focused education, advice and support materials.</p> <p>Work with peak associations to develop more targeted messages for the motor trades to promote the installation of engine immobilisers to used vehicle stock as a pre-sale feature.</p>	<p>A better informed community on the risks of vehicle theft leading to improved, risk reducing security practices amongst motorists.</p> <p>Increase in the level of immobilisation of the vehicle fleet with a target of 70 per cent immobilisation within five years.</p>
Promoting Secure Practices	<p>Further develop links with local level partners through 'Operation Bounce Back' local government grants program.</p> <p>Monitor motorists' attitudes to vehicle security issues at regular intervals and evaluate effectiveness of education campaigns to refine materials and channels as required.</p>	<p>A better informed community on the risks of vehicle theft leading to improved, risk reducing security practices amongst motorists.</p> <p>Continuous improvement in effective delivery of community education.</p>
Diverting Young People	<p>Complete evaluation of <i>U-Turn</i> pilots and utilise outcomes to promote mainstream funding of post pilot programs.</p> <p>Maintain promotion of youth education messages.</p>	Increased awareness among young people of the life and legal consequences of vehicle theft leading to fewer young people becoming involved in vehicle theft.

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ISBN 1 876 704 322