



## TruckPol Annual Report 2006

*Welcome to the TruckPol annual report for the period 1<sup>st</sup> January 2006 – 31<sup>st</sup> December 2006. This bulletin is not protectively marked and may be distributed freely without further reference to the originators.*

### Introduction

In April 2003, the Metropolitan Police Service established TruckPol, an intelligence unit dedicated to collating and analysing road freight crime across the UK from a number of sources including police, insurers and industry. From January 2007 TruckPol became part of the ACPO Vehicle Crime Intelligence Service, based at Ryton on Dunsmore, Warwickshire, although its role remains as before. In this way it is able to deliver a national perspective in its strategic overview of road freight criminality whilst at the same time providing a national database of stolen freight. TruckPol is still jointly funded with private sector sponsorship contributions and a Home Office matched fund grant.

*This document relies on information and intelligence held on databases maintained by TruckPol. It should be noted at the outset that the database on which this report is based is not a definitive list of all UK road freight crime; not all crime is reported to the police and not all police forces submit all of their road freight crime data to TruckPol.*

### Road Freight Crime by Value

Recorded values reported in this section are published subject to the following proviso. Whilst TruckPol makes every effort to ensure that values are recorded as accurately as possible, there will inevitably be discrepancies between actual trade/retail value to haulier, shipper and insurer and values given to police at the time of reporting. Because of this, the values given below must be viewed **as a minimum guide only**.

	Recorded Value: 1 <sup>st</sup> January 2006 – 31 <sup>st</sup> December 2006		
	£ Sterling	€ Euro	\$ US Dollars
Vehicle Value	23,959,387	36,268,565	47,025,753
Load Value	81,247,153	123,007,575	159,475,057
Combined Value	105,206,540	159,282,659	206,475,002

The average loss per incident is £30,735 (€46,362or \$60,372)

## Road Freight Crime by Incident Type

TruckPol has received 3423 reports at the time of writing, broken down into categories as follows. A full description is contained in Appendix A.

<b>Incident Type</b>	<b>No. of incidents (Jan 06 - Dec 06)</b>
Hijack & Attempts	129
Theft of vehicle	1505
Theft from vehicle	1087
Att.Theft	366
Deception	86
Theft (other)	160
Miscellaneous	4
Warehouse	86
<b>Total</b>	<b>3423</b>

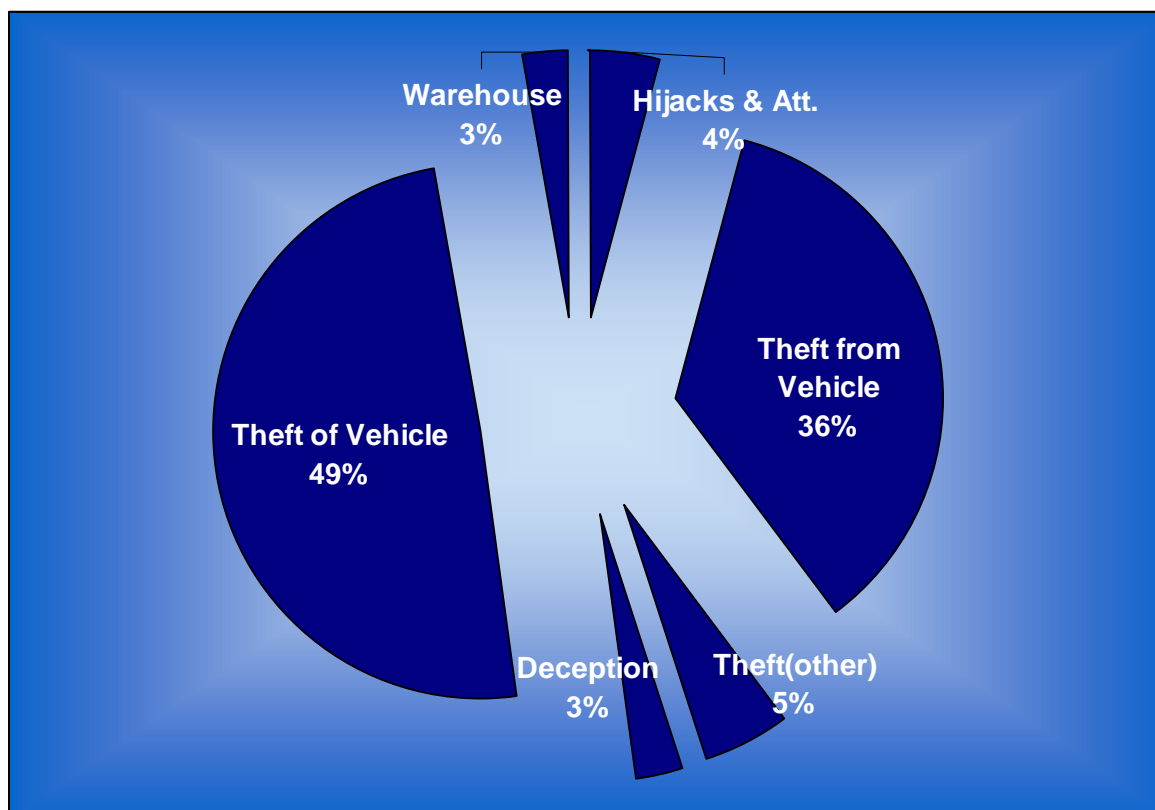


Fig. 1

## Road Freight Crime by Property Type

Property is classified in seven primary categories in order to achieve a common EU standard in accordance with both Home Office recommendations and European Council of Ministers of Transport (ECMT) guidelines in a paper entitled 'Theft of Goods and Goods Vehicles' CEMT/CM(2001)19. They are as the table below:

A	Electronic / Electrical
B	Clothes and Shoes
C	Food and Beverages
D	Household Goods
E	Alcohol
F	Cigarettes
G	Miscellaneous / Other

In addition to these, TruckPol has introduced the following sub-categories to assist in analysis of thefts of commodities which are of particular interest to the UK.

A1	Computer Equipment
A2	Mobile Telephone Equipment
G1	Building / Plant / Industrial / Machinery / Automotive
G2	Art / Antiques
G3	HAZMAT / Chemicals
G4	Diesel Fuel
<b>G5</b>	<b>Metals – this will be introduced as a new category for 2007</b>

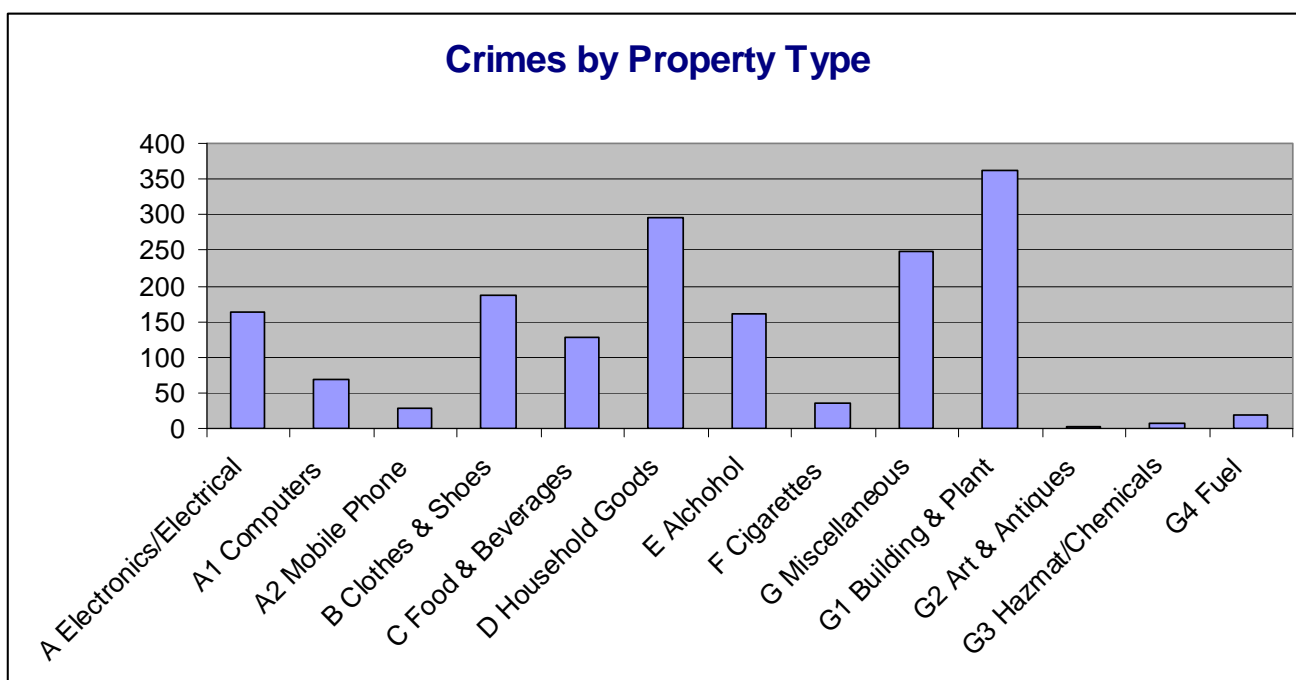


Fig. 2

Household Goods (D) are any items that can commonly be found in domestic use and include furniture, kitchen equipment, toiletries and cleaning products amongst other things.

Buildings /Plant/Machinery (G1) comprises items which are industrial/commercial and includes car and machine parts, aluminium, glass and so on. A new category (G5 - metals) will be used from January 2007 because of the continued trend of high value / volume metal loads.

## Crime Reports by Police Area

This year has again seen a steady flow in the total amount of information received at TruckPol with slight drops during the build up to the summer and during the Christmas holiday period. This was also due to the handover period whilst TruckPol was transferred to AVCIS<sup>1</sup>

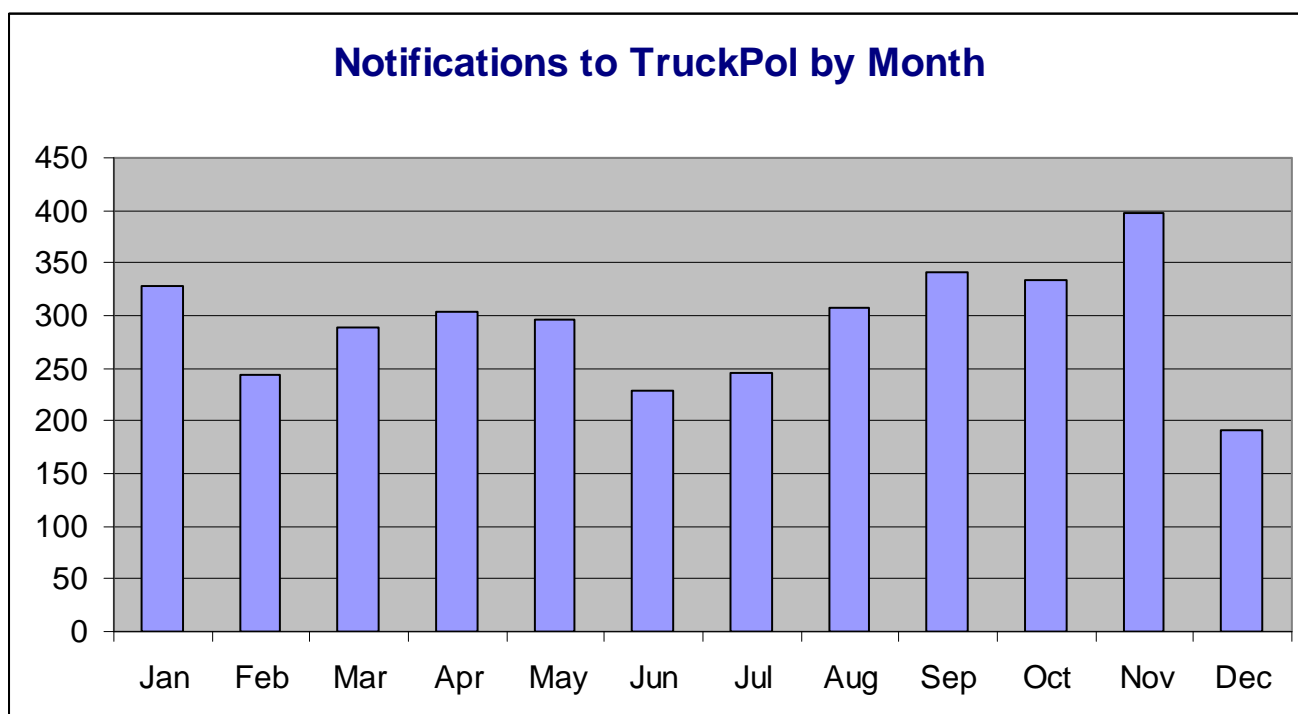


Fig. 3

<sup>1</sup> ACPO Vehicle Crime Intelligence Service

### FRIEGHT CRIME RISK BY UK POSTCODE

The maps included in this document were developed by analyzing 2006 TruckPol data by Postcode District. 2,538 Postcode Districts were included in the analysis. All incident types reported by TruckPol are reflected in the maps.

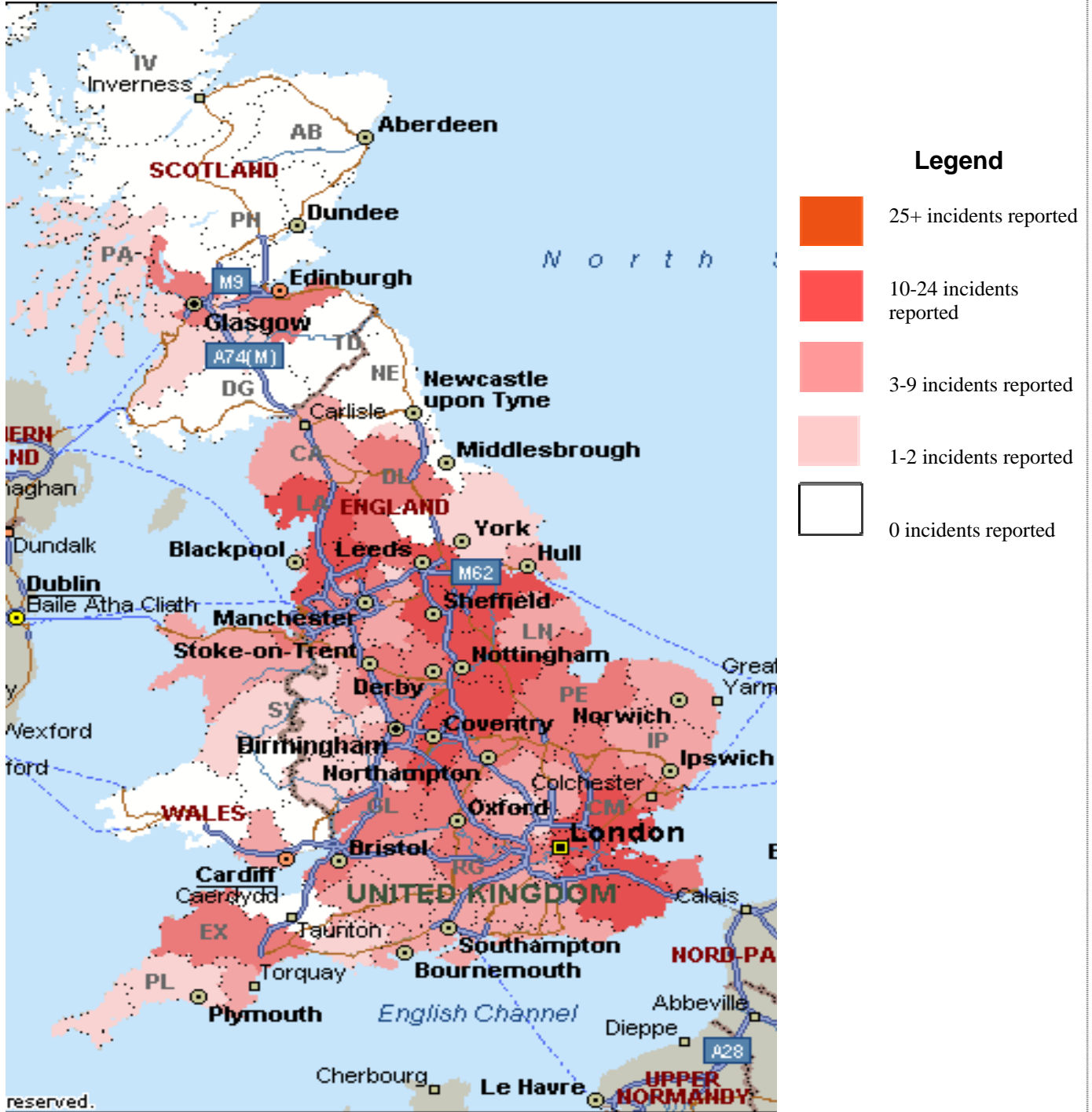


Fig. 4

Geographical interpretation of data received at TruckPol is given in Figure 5. As can be seen, the south east of England has the highest road freight crime rate, closely followed by the midlands region.

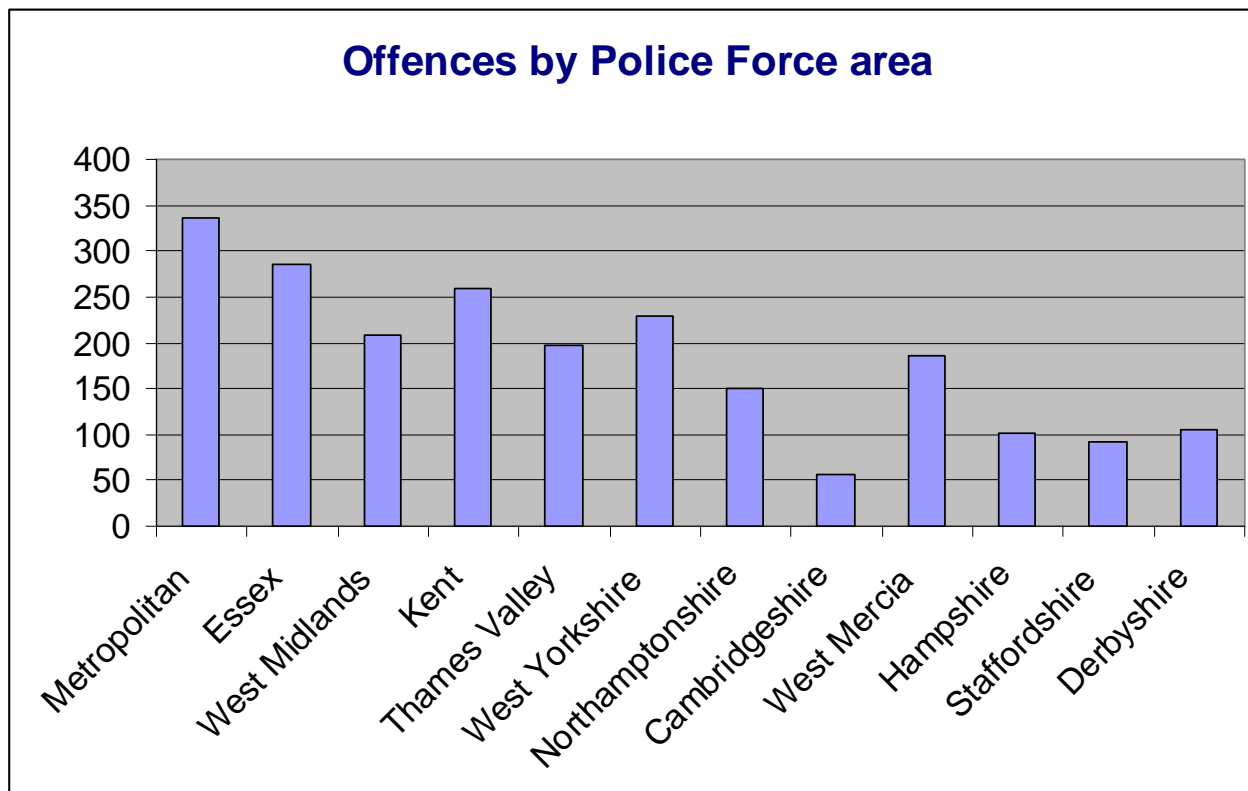


Fig. 5

*Police Forces who submitted less than 50 reports to TruckPol this year are not shown above*

## Emerging Trends

Hijacks have increased at an alarming rate this year, showing an increase of 50% with 129 reported to TruckPol; by comparison, 86 were reported to us in 2005. This indicates clearly that organised criminal networks are more than willing to threaten and use violence, including firearms, stun-guns and other weapons, to attack drivers and warehouse staff in order to steal loads. The most common methods have been widely publicised and are as follows:

- Staged traffic collision where suspect vehicle deliberately collides with target vehicle to force a stop
- Flagging down of lorry driver by claiming that there is a problem with the vehicle (doors open, registration plate fallen off etc).
- Fake police/customs car/officers, using flashing blue light and 'Police Stop' sign on unmarked car to stop driver. Occupants may or may not have simple fluorescent jacket or uniform assisting them to impersonate officials.

Or vehicles are attacked when parked at non-secure overnight rest stops, such as lay-bys and industrial estates.

In the first quarter of 2006 we recorded over £20 million of thefts including vehicles/property, the highest since the end of 2004. There were also several extremely high value individual losses, including a round the corner diversion in London Docklands where £2 million of cosmetics were stolen, a £2 million warehouse burglary in Buckinghamshire, a £1.6 million mobile phone robbery from a lorry driver in Leicestershire, a £1 million warehouse burglary in Hertfordshire, an armed robbery/hijack of a lorry driver carrying £750,000 of tobacco products in Liverpool. The second quarter of 2006 was relatively quiet in comparison to the first quarter. That said, there was a 25% increase on crime notified to us compared to the same quarter in 2005. The upward trend for hijacks continued and also bogus police incidents continued into this quarter.

Deceptions, especially 'round the corner' thefts, have shown a small increase with 86, compared to 84 for 2005. There was a marked increase into the fourth quarter of 2006 when compared with the previous period, although that was partly due to a £15,000,000 deception that turned into a hijack. Most offences have occurred within the M25 boundary with the postcodes – WC2, E1, E2, E3, E14, N18 and IG11 leading the way.

The number of high value metal loads targeted is becoming a concern, with them accounting for 11% of all reports in the third quarter and 20% of load values. This trend continued into the fourth quarter of 2006.

## **Police Activity**

Thankfully the criminals have not had it all their own way this year with several notable successes around the UK.

In January, a Lancashire agency driver was arrested after his false account of a hijack was revealed. He faces a custodial sentence if convicted. In Merseyside a well known HGV crime nominal has been arrested and charged with several offences to include Hijacking, threats to kill and firearms offences.

In East London, police raided a warehouse and arrested two men. They recovered a vast amount of stolen property believed to have come from deception offences in the south east.

In the midlands area, police forces continue to mount operations against freight crime offenders. West Midlands officers raided a yard in Walsall and discovered several stolen foreign HGV's being cut up; one of those arrested was a polish lorry driver. West Mercia Constabulary mounted a month long operation to deter freight crime in the region. Operation Colossus ran from October to November and was hailed a success with nominals arrested and valuable intelligence gathered.

## **Conclusion**

Offences reported to TruckPol are up this year, from 3117 to 3423, representing an increase of 9.8 %. Interestingly, 1624 stolen LGV's were notified to us, compared to 2356 found through direct interrogation of the Police National Computer as part of our daily VODS<sup>2</sup> PNC<sup>3</sup> searches. This indicates that approximately 69% of stolen LGV's are notified to TruckPol. This is an increase on 60% for 2005.

The number of vehicles stolen with keys is still unacceptably high; this does not include offences of violence where the driver has no choice in the matter. Drivers continue to be distracted by offenders who use a variety of ruses to get the driver out of the cab: i.e. your back doors are open; your number plate has fallen off; there is something under your trailer, etc.etc.

The police have their part to play also, with a wide variation in response to reported freight crime in the UK. We were encouraged by the speech by Vernon Coaker, MP, at the RHA<sup>4</sup> security conference at Towcester. There he pledged his support in the fight against freight crime and perhaps a separate crime recording classification for 'freight in transit'.

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<sup>2</sup> Vehicle online descriptive search

<sup>3</sup> Police national computer

<sup>4</sup> Road Haulage Association

In 2007 we reluctantly predict that reported hijacks will increase again as the haulage industry becomes more security aware and criminals have to resort to violence to achieve their ends. We hope that the police response will be equally robust and that sentences reflect the disturbing nature of the crime.

We hope that a national 'truck watch' scheme can be expanded to other regions of the UK following on the success of the South Yorkshire/Humberside scheme.

Preventing crime through a range of security measures must be given equal priority along with fuel economy and fleet management and we would encourage readers to browse the web site at [www.truckpol.com](http://www.truckpol.com) for ideas on how to reduce crime against your business.

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