



TruckPol Annual Report 2007

Welcome to the TruckPol annual report for the period 1st January 2007 – 31st December 2007. This bulletin is not protectively marked and may be distributed freely without further reference to the originators.

From January 2007 TruckPol became part of the ACPO Vehicle Crime Intelligence Service¹, 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.

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 st January 2007 – 31 st December 2007		
	£ Sterling	€ Euro	\$ US Dollars
Vehicle Value	35,750,269	47,875,688	70,824,500
Load Value	44,678,307	59,831,848	88,511,747
Combined Value	80,428,576	107,707,536	159,336,247

fig.1

The average loss per incident is **£35,214** (€47,146, \$70,079)

¹ Known as AVCIS

Road Freight Crime by Incident Type

TruckPol has received 2284 reports at the time of writing, broken down into categories as follows. A full description is contained in Appendix A.

Incident Type	No. of incidents (Jan 07 – Dec 07)
Hijack & Attempts	82
Theft of vehicle	1176
Theft from vehicle	644
Attempt Theft	161
Deception	38
Theft (other)	151
Warehouse	33
Total	2284

fig.2

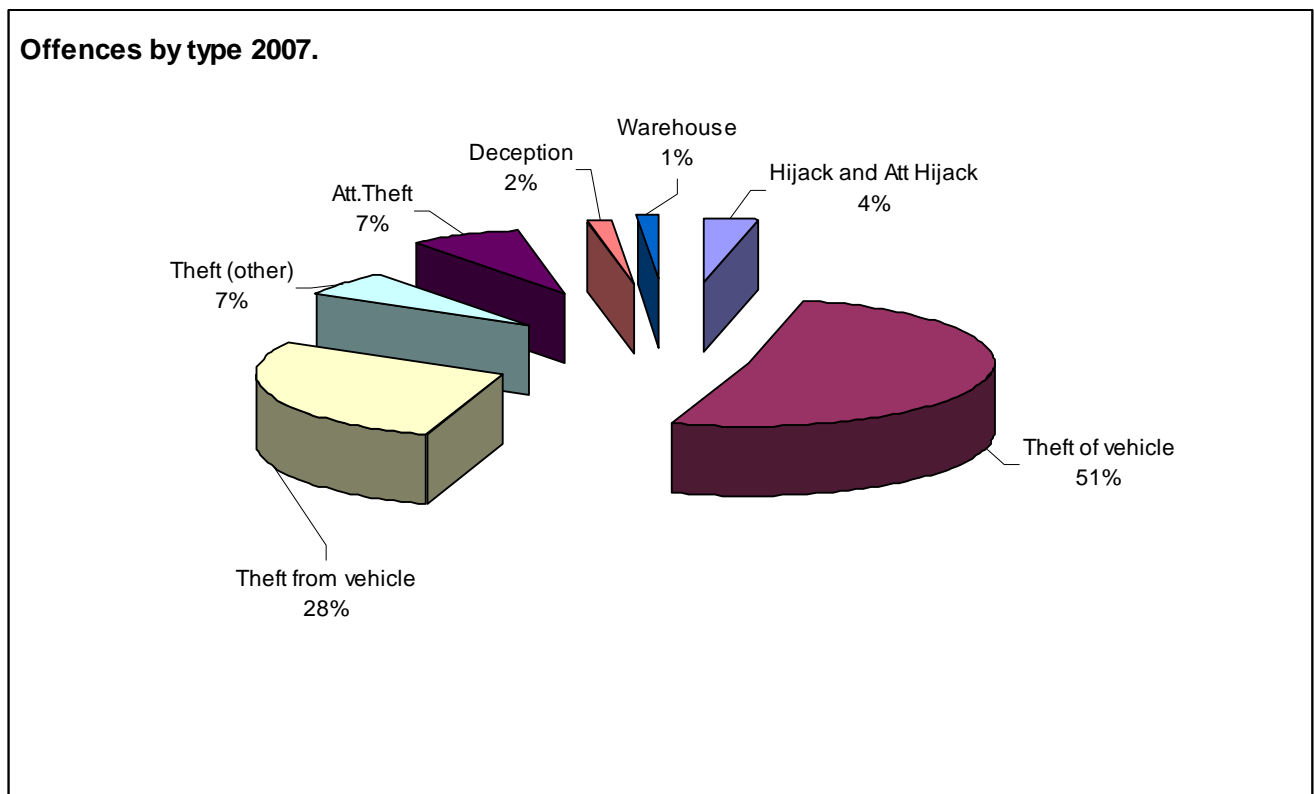


fig.3

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	Fuel
G5	Metals (New for 2007)

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, glass and so on. A new category (G5 - metals) was added January 2007 because of the continued trend of high value / volume metal loads.

Thefts by Property Type	No.
A (Electronics/Electrical)	140
A1 (Computers)	45
A2 (Mobile Phone)	7
B (Clothes and Shoes)	96
C (Food and Beverages)	75
D (Household Goods)	176
E (Alcohol)	99
F (Cigarettes)	27
G (Miscellaneous)	130
G1 (Building/Plant/Industrial)	96
G2 (Art/Antiques)	0
G3 (HAZMAT/Chemicals)	6
G4 (Fuel)	42
G5 (Metals)	119

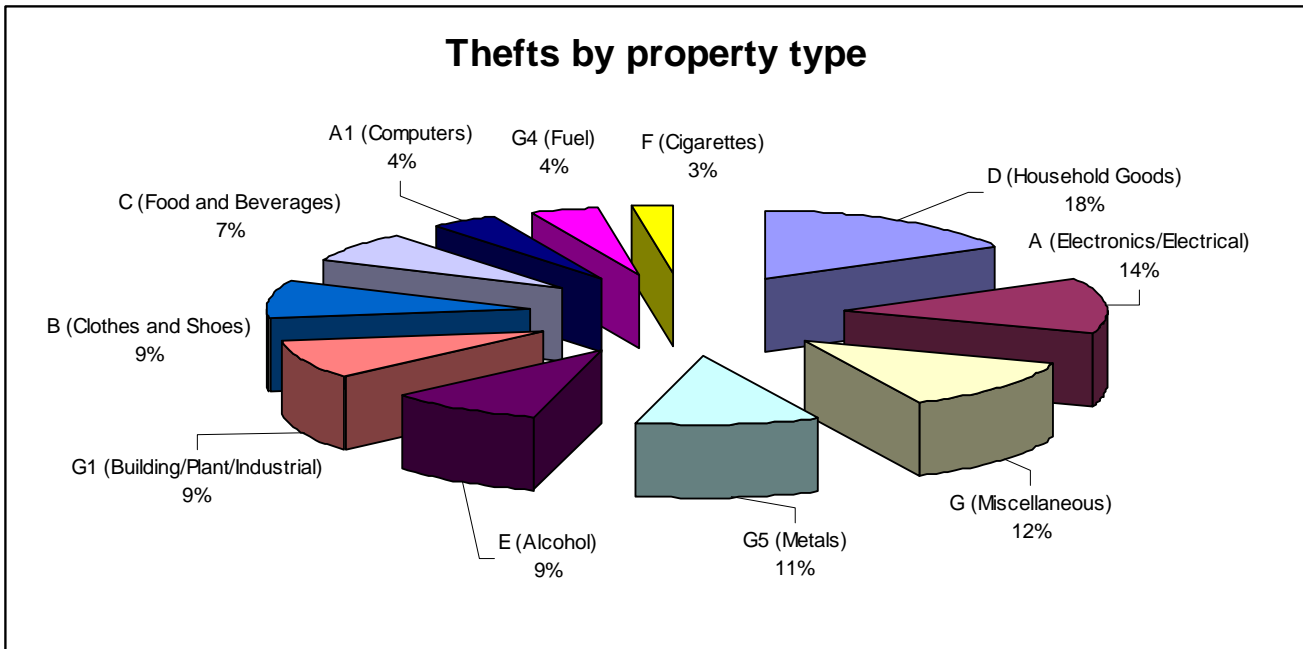


fig.4

Crime Overview

2007 proved to be another profitable one for UK freight crime criminals, with the cost of the average freight crime incident rising by **14.6%** to **£35,214** (€47,146, \$70,079) when compared with 2006 figures.

However, it is interesting to note that the figure for vehicle thefts alone shows an overall reduction and as this data is taken directly from the PNC² which shows a reduction of **11%** in thefts of LGV's³ in 2007, compared with 2006.

Stolen LGV's account for **51%** of all recorded freight crime and VODS⁴ data shows an average of **4** LGV's per day and **114** per month were stolen during 2007.

The above data for 2007 also shows that approximately **46%** of stolen LGV's were recovered, **9%** of those stolen were recovered within 24 hours and **38%**⁵ at a later date. This compares with a total of **48%** LGV's recovered during 2006.

² Police National Computer

³ large goods vehicle

⁴ PNC descriptive search

⁵ To the nearest percentage point.

The below map shows the overall risk factor for all recorded freight crime the UK during 2007.

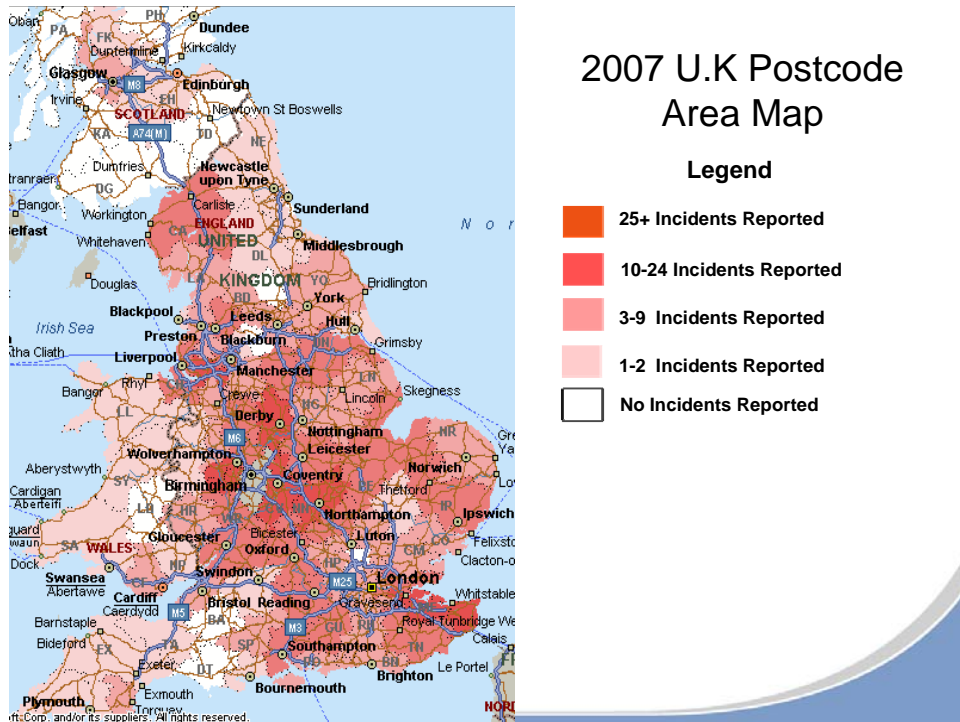


fig.5

(Risk maps by courtesy of First Advantage, www.FADV.com)

Emerging Trends

This year has seen a clear continuing trend in the West Midlands region for offenders targeting LGV's carrying high value metal loads. (G5) Metals are the third most popular stolen load during 2007 as can be seen in 'fig.4' earlier. These vehicles are typically stolen by force or deception and foreign registered LGV's / drivers are often deliberately targeted because it gives the thief a larger window of opportunity due to driver language problems. Indeed, West Midlands Police has experienced **47** (G5) freight crime incidents involving the theft of high value metals. There were only **130** (G5) incidents recorded during the whole of 2007.

In the majority of cases, LGV's, including the semi-trailer, are recovered and often this happens within 24 – 72 hours. In a few cases, drivers in hijacking incidents have witnessed goods being shipped from one lorry to another and this is true for whatever product that is stolen. This certainly illustrates that HGV's are as much a tool for criminals as they are a target. This trend suggests that there is a well organised supply chain in place for metals and also other goods.

Many thefts consist of goods being stolen from curtain-sided lorries, there is a strong trend towards the theft of hi-tech and electrical goods. Some of the highest value thefts that have occurred this year have been of LCD Televisions. These goods have a high value relative to their size and as such are easy to transport in a van or other small goods vehicle. Theft from LGV offences (mainly curtain slashings) make up at least **28%** of total crime reported to TruckPol. It is clear that many

offences could be prevented by improving night time parking practices, especially in known areas of criminal activity.

It is also worth mentioning that some high value thefts have occurred in close proximity to the receiving or dispatching warehouse. There is a clear risk to vehicles and drivers who fail to utilise secure parking facilities close to distribution centres or ferry terminals. LGV's are arriving early for their delivery slots and being turned away with trailers full of high value goods. They are then parking in unsecured locations nearby and falling prey to criminal gangs. With the severe lack of secure parking facilities and sometimes the reluctance of drivers to use those facilities, perhaps its time for the industry to display a duty of care to its workforce and put some process in place for the security of full trailer loads.

We have had notification of very high values of alcohol being stolen in diversion⁶ offences or on several occasions where offenders have posed as the legitimate driver in order to obtain an entire shipment. Telephone deceptions intended to divert loads are a continuing problem for the industry and we encourage that staff training is increased to prevent offences and deter offenders.

The question of complicity is also a consideration with many deception incidents. It often seems that information detailing lorry loads and delivery times has fallen into the wrong hands or is being otherwise abused. TruckPol would like to recommend that this kind of information stays in the hands of as few people as possible and that further security measures are implemented by the industry.

Enforcement News

Proactive police activity has been the order of the day during 2007. With a high number of successful operations being conducted in isolation and also involving cross regional co-operation. We are pleased to highlight just some of the successes below:

Merseyside Police Incidents and Nominals

Merseyside Police have been very effective in dealing with LGV related offences, particularly with regards to Merseyside based nominals committing offences as far away as south east and south west UK.

A successful liaison between Hampshire and Merseyside police has culminated in the prosecution in December 2007 of four men who undertook a hijacking of a French LGV driver in Hampshire during 2005. The driver was kidnapped in his vehicle, which contained £85,000 of Cognac. This hijack took place on the A34 near Winchester with the cab being recovered the following morning in Warrington, Cheshire. Police subsequently raided a warehouse and this led to the arrests.

Merseyside Police were also involved in tracing goods stolen in a LGV theft in Greater Manchester. In this incident, that took place in May this year, a member of staff in a warehouse was attacked as offenders stole a laden goods vehicle with £70,000 of toiletries. Two offenders were arrested in Greater Manchester and to date; roughly half the load has been recovered.

A hijacking occurred in Thames Valley Police area in the A34 near the M40 Motorway close to Bicester, this spot is being hit on a very regular basis by thieves, although these are overwhelmingly curtain slashing incidents. This vehicle carrying £250,000 of power tools was later found on an isolated patch of land on Merseyside; the offenders were apparently disturbed by a passing police car while transferring the goods onto other vehicles. No offenders were seen and

⁶ see appendix A for explanation of diversion crime

there have been no arrests. None the less, the majority of the stolen goods were recovered by police at the scene.

In November several Merseyside nominals were arrested in Liverpool for organised thefts of high value vehicles, some of which were deliberately targeted and stolen from the rear of car transporter LGV's.

South Eastern UK

Kent Police have made multiple arrests and recoveries this year. In June, a police helicopter picked up a tracker signal which led to the recovery of three tractor units and a trailer in Gravesend. One unit had been stolen in the Metropolitan Police area and the others in Kent.

In June 2007, The Metropolitan Police reported the discovery of two stolen HGV tractor units in an area near to Dartford. Four arrests were made in connection to this.

At the Port of Dover, two stolen HGV's were found on false plates, these were carrying stolen plant equipment. The items were due to be exported out of the UK. Three arrests were made in connection with this recovery

Cambridgeshire police have made a number of arrests this year of offenders involved in curtain slashing offences. Some Essex based offenders were arrested in Cambridgeshire after a passenger car was spotted in a lay-by in which some curtain slashings had occurred. An HGV was also seen in the same location and followed by police; the driver of this vehicle abandoned the HGV and escaped on foot. It is thought this HGV was working in conjunction with the offenders in the car who were arrested.

Midlands Region

In 2007 we reported a number of high value losses in the West Midlands. Many incidents in this region involve the hijacking of vehicles and the theft of large quantities of metals. There are ongoing investigations looking into the organised criminal elements attached to many of these incidents and TruckPol will continue to work with midlands police forces on these issues.

Staffordshire police have had some success in arresting offenders for committing curtain slash offences along their arterial routes adjoining the M6 motorway. The CMPG⁷ which includes officers from Staffordshire Police, West Midlands Police and West Mercia Constabulary have had a successful period in the run up to Christmas 2007 with Operation Mistletoe. CMPG had successfully worked to combat typical curtain sided crimes around Christmas 2006, the same operation was rolled out in 2007 and demonstrates the potential effectiveness of high visibility patrols in hotspot areas. This has resulted in the recovery of stolen vehicles, property and the arrest of some previously known offenders.

Warwickshire Police have made some arrests in high value thefts. In August a parked foreign registered LGV was attacked. The driver was a credible witness to the incident and following an intelligence-led operation, the offending vehicle was stopped on the M6 and two Merseyside based offenders were arrested. The offenders had used a stolen vehicle on false plates; this was recovered as was the stolen load of computer equipment.

In June 2007 there was a hijacking on the M6 in Warwickshire. The driver was released in Northamptonshire after being physically attacked. The load of LCD monitors, which was valued at

⁷ central motorway police group

£200,000 was recovered in Warwickshire and the cab and trailer were also recovered in neighbouring Leicestershire. The recovery was made possible through the use of GPS tracking systems.

Warwickshire Police started their own 'TruckWatch' scheme during 2007 as part of their already existing business watch schemes. The scheme is free to join and has proved popular, it is hoped that similar schemes can be rolled out throughout the UK. Contact Warwickshire Police on 01926 415000 for more information.

In September an agency supplied driver was arrested in Leicestershire after a Warwickshire based firm reported that a vehicle, making a relatively local delivery, had failed to arrive at its destination. The trailer was found under a bridge on a dual carriageway where an attempt had been made to unload it.

Northern UK

In March 2007, Cleveland Police made some arrests after two stolen HGV's were found on a farm. The vehicles came from as far away as Liverpool and Edinburgh.

In late 2007 North Yorkshire police arrested four offenders for their part in a LGV Hijack in October 2007: Enquiries are ongoing.

All Yorkshire & Humberside forces have their own privately funded TruckWatch scheme that has been in operation during all 2007. Contact them at www.truckwatch.org

Lothian and Borders Police made multiple arrests in August 2007 when they found a cache of stolen food and wine in a garage. Six nominals were arrested for possession of stolen goods, most of whom were members of a family run haulage business. Approximately 30% - 50% of the goods were recovered.

During 2007 West Yorkshire Police have conducted a number of successful operations against organised LGV groups. In one raid some 120 x 40' shipping containers of stolen property from LGV crime all over the UK were discovered. There have been several arrests and police enquiries are continuing.

What's Due in 2008?

We are currently working with all police SPOCS⁸ to create a more effective crime reporting system of road freight crime to TruckPol.

TruckPol has been involved in the development of an online training package for Police & Industry with an industry partner, Richmond, Day & Wilson Limited, for the last few months. The training centres on the reporting procedures for victims of road freight crime and the subsequent police response and will be mainly web based. In conjunction with this is a national police document outlining recommendations for a minimum standard of reporting & investigation of road freight crime. The whole package is due for launch at the RHA⁹ Security Seminar in March 2007 at Towcester, Northamptonshire.

⁸ single point of contact

⁹ road haulage association

The TruckPol crime reduction semi-trailer (pictured below) has been a popular asset for various police forces since its launch in December 2007. It has been utilised in the Lancashire Police area, Thames Valley, Nottinghamshire (having previously featured on East Midlands BBC news), Warwickshire (featured on BBC Midlands Today) and Derbyshire. It is due for deployment in West Midlands, West Mercia, Gloucestershire, Wiltshire and Hampshire in 2008.

We have also been able to obtain multi lingual signs for placement in crime locations once the trailer has left the area. We hope these will reinforce the crime reduction message to LGV drivers. See below for an example of the signs and please contact us for more information.



fig.7



fig.8

Contacting TruckPol

DC Andrew Round
Miss Stacy Taylor
Mr Christopher Meeks

TRUCKPOL
AVCIS

Tel: 02476 516 246 (24 hr voicemail)
Tel2: 02476 826 123
Fax: 02476 826 131
Mob: 07768 511 078 (24hr voicemail)
Email: truckpol@avcis.pnn.police.uk

Appendix A

Road Freight Crime is recorded in the following categories:

Hijack	occasions where force or violence is used or threatened against a driver and the vehicle is stolen with/without the load. This includes theft by ROBBERY
Attempted Hijack	attempts to carry out the above
Theft of	where an unattended vehicle and/or load/trailer are stolen
Theft from	thefts of load from stationary vehicles e.g. Curtain slash or delivery vehicle left unlocked/unattended
Theft (other)	Thefts of trailers and other miscellaneous offences not within the above categories
Attempted Theft	relates to attempts to steal the vehicle and/or load but where suspects are unable due to complete the theft
Deception/Diversion	relates to deceptions where drivers/companies are deceived into delivering elsewhere than to the intended destination. (Commonly referred to as 'Round the Corner')
Warehouse	burglaries of commercial premises where LGV is used to facilitate offence
Other	Miscellaneous notifications that fall outside the above categories