



TRUCKPOL QUARTERLY REPORT April - June 2007

Welcome to the TruckPol quarterly report for the period April to June 2007. This report is not protectively marked and may be distributed freely without further reference to the originators.

Introduction

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 data extracted from the 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 road freight crime as not all crime is reported to police and not all police forces report all crime to TruckPol. Additionally, information is received every day; data received late will appear in the annual report at the end of 2007 but may have been omitted from this report. Figures in this report may also therefore be at variance with data held by individual forces.

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 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 April to June 2007		
	£ Sterling	€ Euro	\$ US Dollar
Vehicle Value	£8,364,300	€12,401,835	\$16,862,110
Load Value	£14,950,245	€22,166,975	\$30,139,125
Combined Value	£23,314,545	€34,568,861	\$47,005,868

The average loss per incident is **£42,084** or **€62,395** or **\$84,848**

Road Freight Crime by Incident Type

TruckPol has received **556** reports at the time of writing this report. By comparison, TruckPol received **649** reports in the same period in 2005 and **817** reports in 2006.

Incident Type	No. of incidents (Apr - June 2005)	No. of incidents (Apr- June 2006)	No. of incidents (Apr - June 2007)
Hijack	12	27	21
Theft of vehicle	211	341	301
Theft from vehicle	244	256	124
Theft (other)	43	43	50
Attempted Theft	85	86	43
Deception	27	29	5
Warehouse	20	22	12
Miscellaneous	5	3	0
Total	649	817	556

An explanation of Incident Type categories can be found at Appendix A

OFFENCES BY INCIDENT TYPE

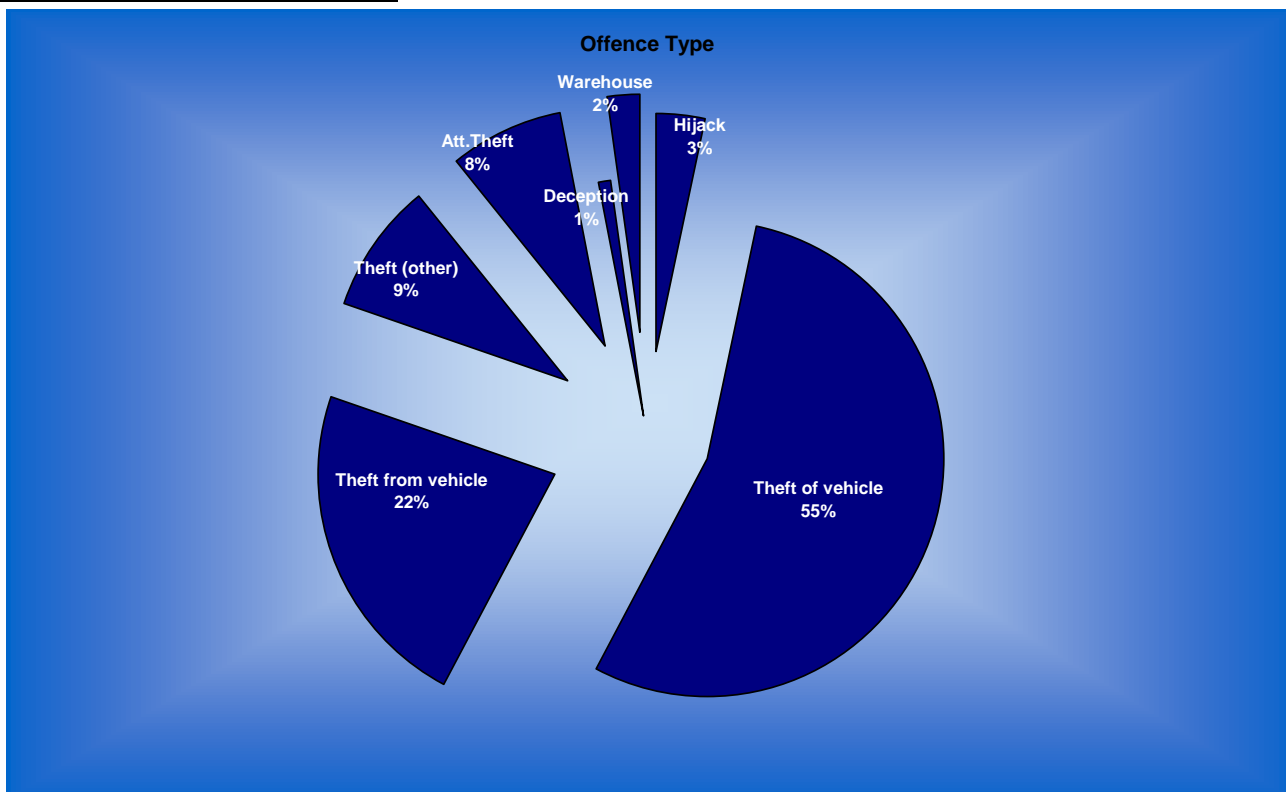


Fig. 1

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;

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

In addition to these, TruckPol has 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
G5	Metals

OFFENCE BY PROPERTY TYPE

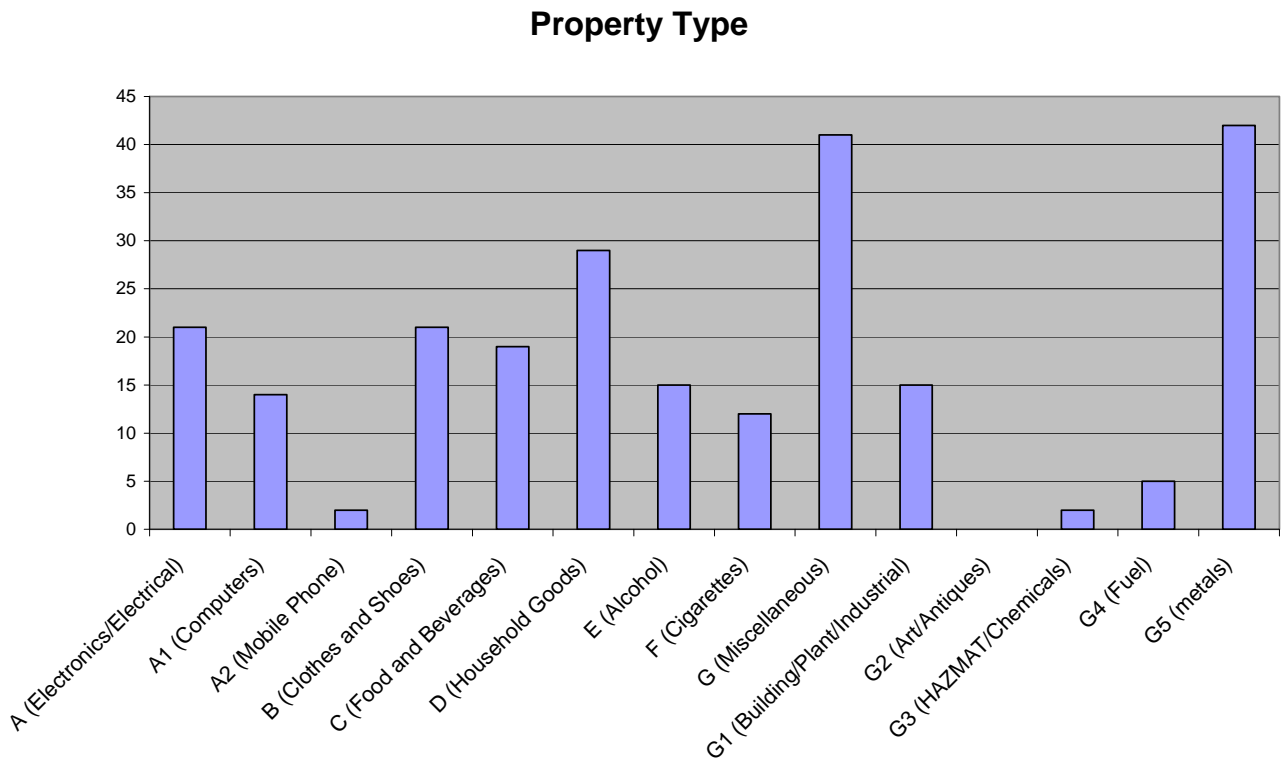


Fig. 2

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

Buildings/Plant/Machinery (G1) comprises items that are industrial/commercial, including car and machine parts, aluminium, glass and metals.






Postcode District Maps

The maps included in this document were developed by analyzing 2006 - 2007 Truckpol data by Postcode District. 2,541 Postcode Districts were included in the analysis. All incident types reported by Truckpol are reflected in the maps.

Incidents Included

- Attempted Theft
- Deception
- Hijack
- Theft (other)
- Theft from Vehicle
- Theft of Vehicle
- Warehouse

Legend

	15+ Incidents Reported (12 Postcode Districts)
	14-5 Incidents Reported (99 Postcode Districts)
	4-2 Incidents Reported (292 Postcode Districts)
	1 Incidents Reported (419 Postcode Districts)
	No Incidents Reported (1719 Postcode Districts)



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2007 U.K Postcode Area Map



Legend

- 25+ Incidents Reported
- 10-24 Incidents Reported
- 3-9 Incidents Reported
- 1-2 Incidents Reported
- No Incidents Reported

Fig. 3 - © www.fadv.com

The above map shows locations for the overall risk of HGV offences in England & Wales for the period October 2006 – June 2007.

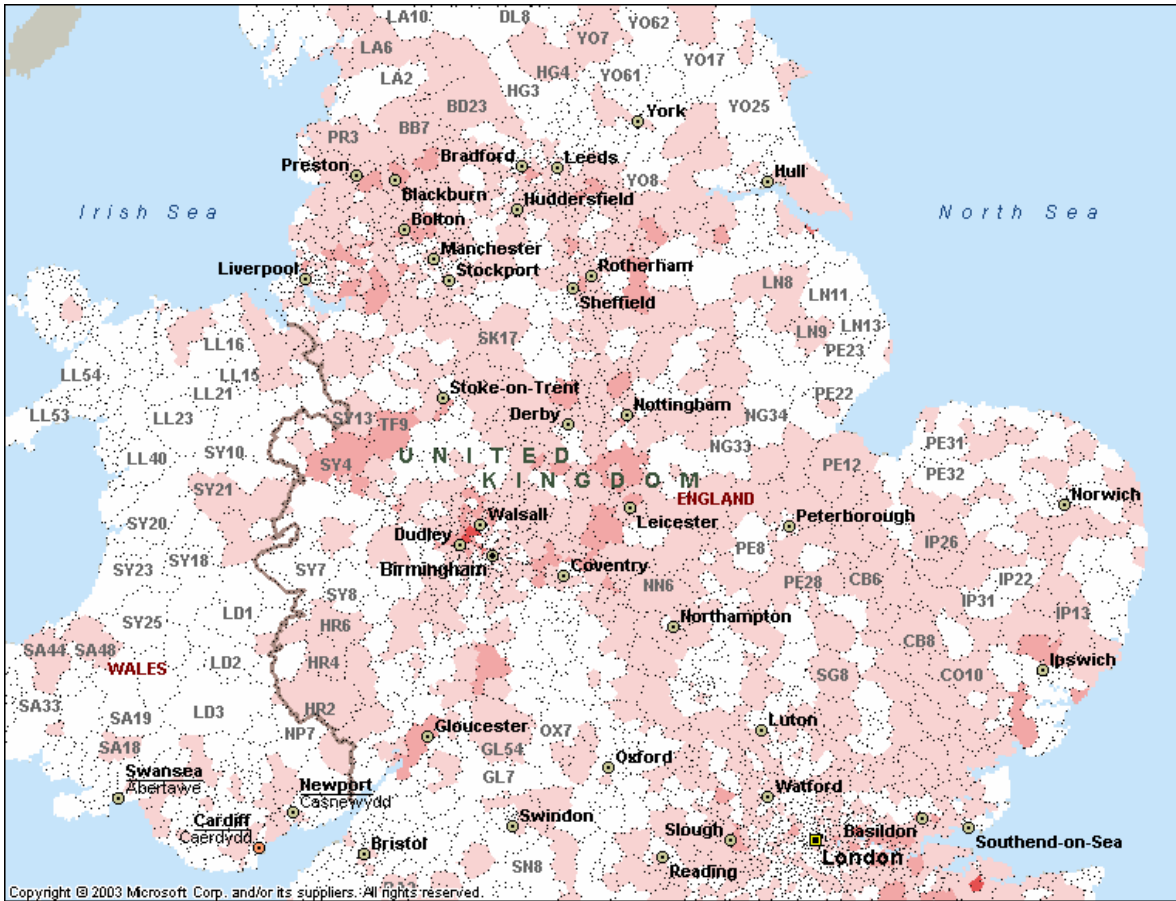


Fig. 4 - © www.fadv.com

The above map shows locations for THEFT OF HGV's in Central England & Wales for October 2006 – June 2007

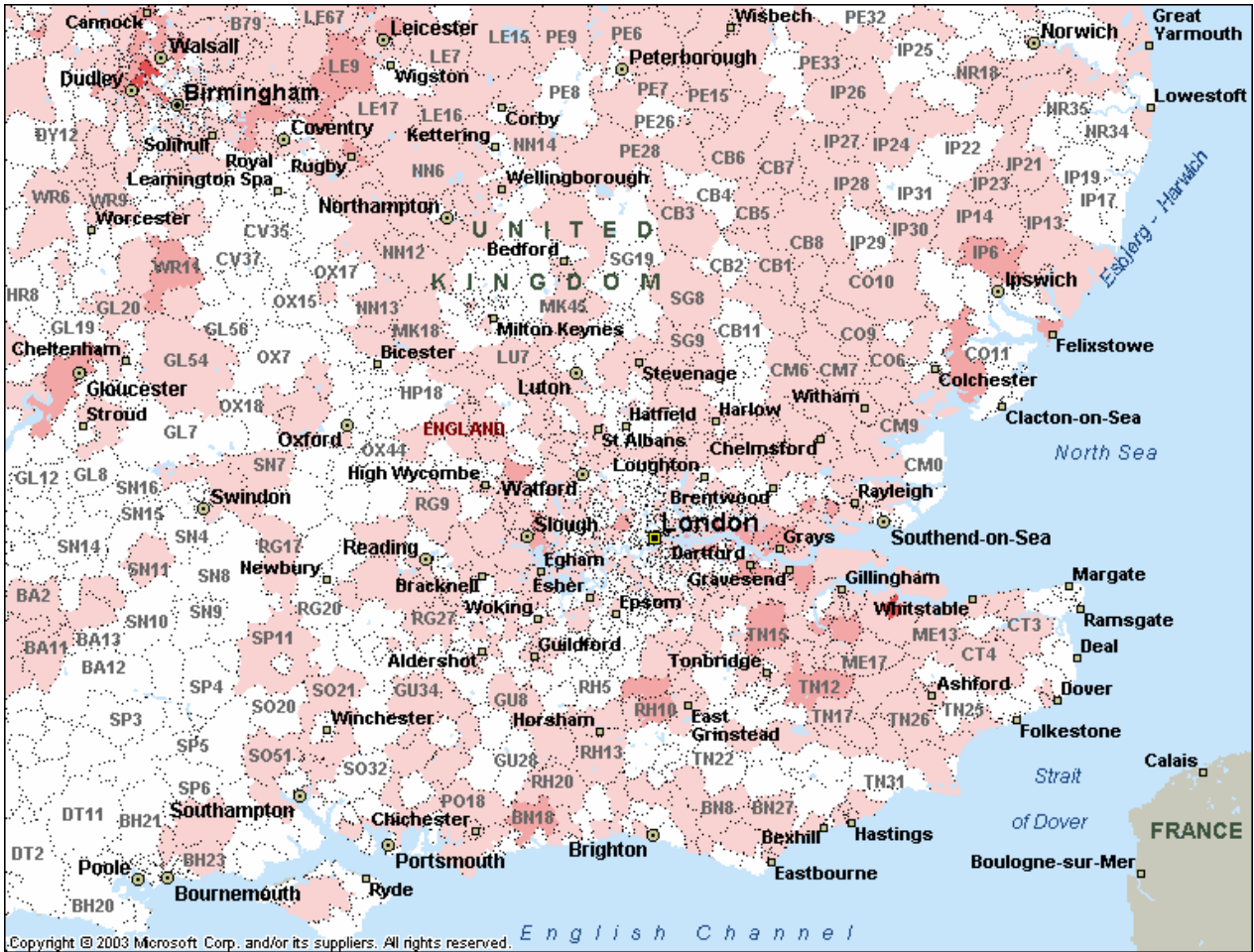


Fig.5 - © www.fadv.com

The above map shows locations for Theft of HGV offences in South East England for the period October 2006 to June 2007.

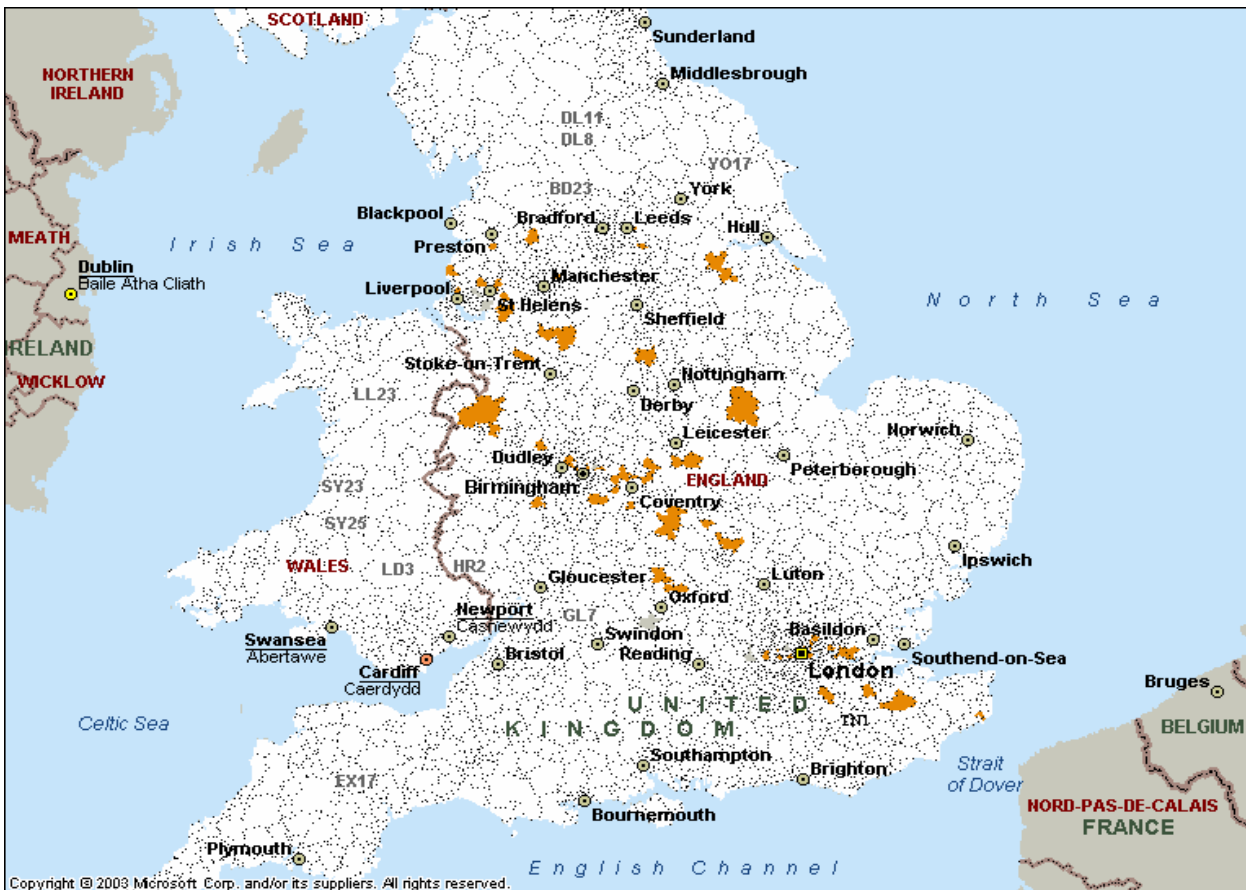


Fig. 6 - © www.fadv.com

The above map shows HIJACK offences in the south east region of the UK for the period October 2006 to June 2007

Crime Reports by Police Force Area

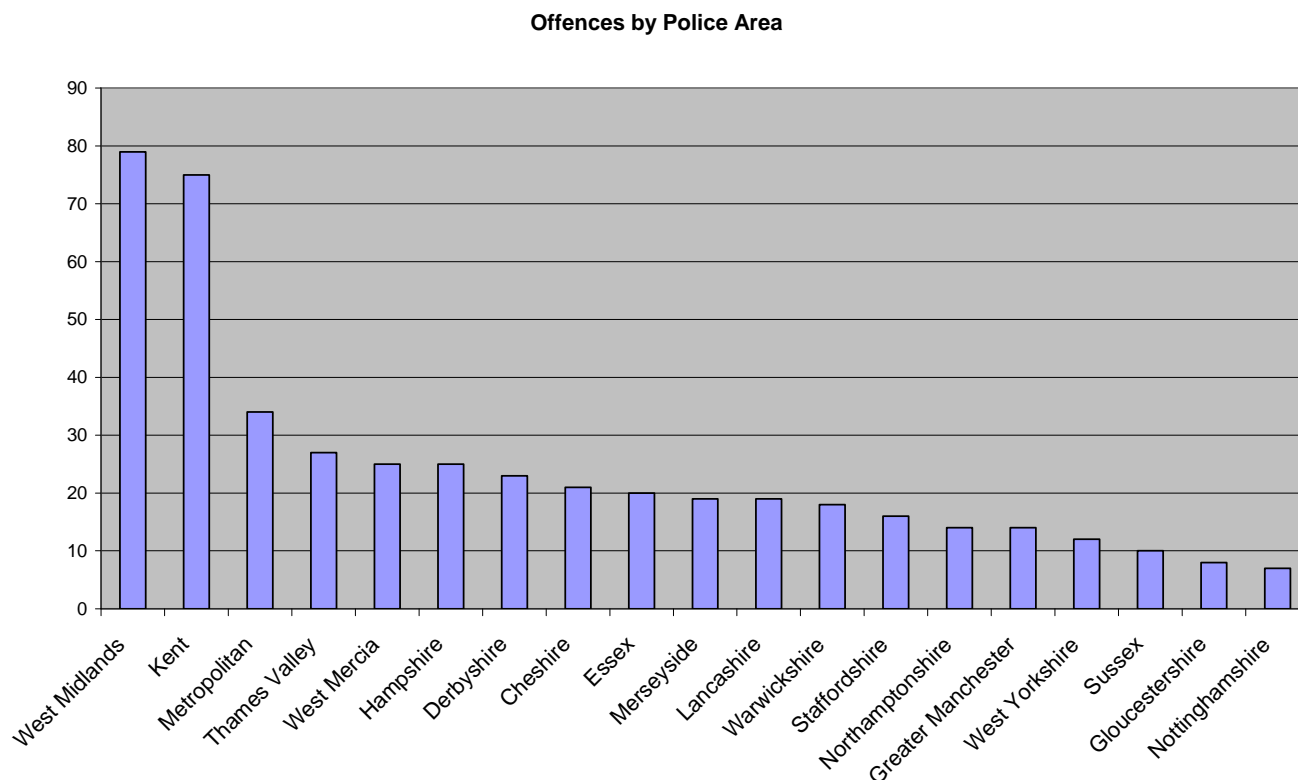


Fig. 10

Police Forces who submitted less than 7 reports to TruckPol this quarter are not shown on Fig. 7

Emerging Trends

The second quarter of 2007 has proved to be another expensive one, with the average loss of each freight crime offence rising to £42,084, from £35,659 in the last quarter, an increase of 18%. When compared to the same quarter in 2006 the increase is 102%. The number of reports to TruckPol is up, compared to the last quarter of 2006. This is mainly because we have decided to include all the stolen HGV data from the PNC VODS¹ database, directly into the crime database.

Hijack numbers remain steady this quarter at 21 offences recorded. Apart from the below series, hijack offences have occurred in Hampshire (2), West Midlands (4), Merseyside, Warwickshire (2) and Metropolitan. A series of offences have occurred in the West and East Midlands where multi-drop carriers have been targeted delivering tobacco as part of a mixed load of consumer goods. Knives and/or baseball bats have been used to threaten the drivers with violence. There have been some arrests of West Midlands based offenders in Lincolnshire but the offences continue.

Clearly, the risk of violent attack remains small but the industry should remain vigilant and if you are shipping a high value load then try to use all the security you can; GPS tracking has proved valuable in recovering stolen loads this quarter and box trailers are rarely attacked by opportunist thieves. If you are using curtainside trailers and parking in insecure locations, then you are vulnerable.

¹ Police National Computer, Vehicle Online Descriptive Database

Deceptions have also shown a reduction month by month this quarter but we know from industry reports that the problem is still present. We urge the industry to remain vigilant, especially in and around London. Tottenham, Wembley and Dagenham have been targeted this quarter. There has been an arrest in North London by undercover officers but drivers should not deviate from their intended delivery location without checking first. Companies should always use the ring back method when faced with enquiries and always insist on a landline number; criminals use 'pay as you go' mobile telephones to set up most scams.

Once again this quarter, the most targeted load is **G5, Metals** with 42 offences recorded. **G, Miscellaneous** was a close second, this category including tyres, pharmaceuticals; followed by **D, Household goods, A, Electrical goods** and **C, Clothes & Shoes**.

Conclusion

There have been several examples of successful police enforcement this quarter. West Yorkshire Police ran an intelligence led operation resulting in the recovery of 120 shipping containers full of stolen property, most from freight crime offences around the UK. Part of the recovery consisted of computer consoles, stolen from a HGV in Hampshire. These were recovered within 48 hours of the offence taking place.

West Yorkshire offenders were also arrested in Leicestershire, after a series of curtain slash offences in the area.

AVCIS² / TruckPol was able to co-ordinate a series of raids in Lancashire & Merseyside Police areas, after a container of high value designer clothing was stolen from a HGV in Warwickshire. A significant amount of property was recovered and enquiries are continuing into the case.

We remain very grateful for the continued support of our industry supporters and would encourage any readers who might be thinking about joining the unique partnership, which has proved so beneficial to both police and industry, to contact TruckPol. These sponsors have enabled TruckPol to supply you with trends and information over the years, a service for which you have not been charged. Please consider thanking them by supporting us!

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## **Contacting TruckPol**

If you want to contact TruckPol please do so at the following numbers:

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<sup>2</sup> ACPO Vehicle Crime Intelligence Service

## Appendix A

Road Freight Crime is recorded in the following categories:

|                         |                                                                                                                                                                     |
|-------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Hijack</b>           | 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            |
| <b>Attempted Hijack</b> | attempts to carry out the above                                                                                                                                     |
| <b>Theft of</b>         | where an unattended vehicle and/or load/trailer are stolen                                                                                                          |
| <b>Theft from</b>       | thefts of load from stationary vehicles e.g. Curtain slash or delivery vehicle left unlocked/unattended                                                             |
| <b>Theft (other)</b>    | Thefts of trailers and other miscellaneous offences not within the above categories                                                                                 |
| <b>Attempted Theft</b>  | relates to attempts to steal the vehicle and/or load but where suspects are unable due to complete the theft                                                        |
| <b>Deception</b>        | relates to deceptions where drivers/companies are deceived into delivering elsewhere than to the intended destination. (Commonly referred to as 'Round the Corner') |
| <b>Warehouse</b>        | burglaries of commercial premises where LGV is used to facilitate offence                                                                                           |
| <b>Other</b>            | Miscellaneous notifications that fall outside the above categories                                                                                                  |