



TRUCKPOL QUARTERLY REPORT April to June 2008

Welcome to the TruckPol quarterly report for the period April to June 2008. This report is not protectively marked and may be distributed freely without further reference to the originators.

Truckpol is the national freight crime intelligence unit. Truckpol assists UK police forces by disseminating intelligence on criminals, hosting meetings between the police and the haulage industry and by assisting stakeholders by acting as a central point of contact for their enquiries.

The purpose of this report is to provide an overview of the pattern of freight crime in the second quarter of 2008. Using data supplied to us by UK police forces and by haulage industry stakeholders we have provided an analysis of the nature and extend of freight crime in the UK. In this document we aim to demonstrate the areas of the UK most at risk from this type of criminality and to identify the commodity types most frequently targeted.

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 2008 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**.

	£ Sterling	€ Euro	\$ US Dollar
Vehicle Value	12,485,254	15,962,683	24,931,037
Load Value	8,985,379	11,293,669	17,888,437
Combined Value	21,470,633	26,989,301	42,873,389

The average loss per incident is £19,085



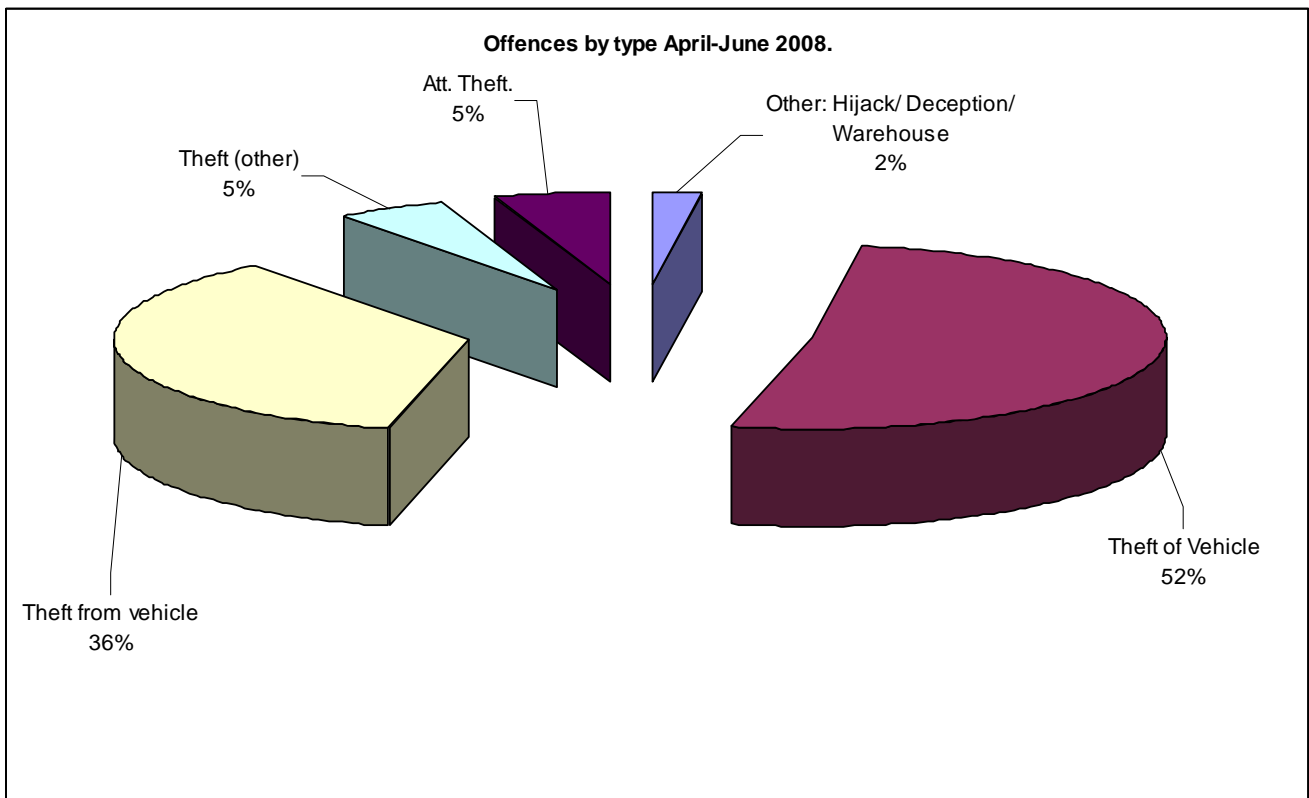
A Truckpol Partner

Road Freight Crime by Incident Type

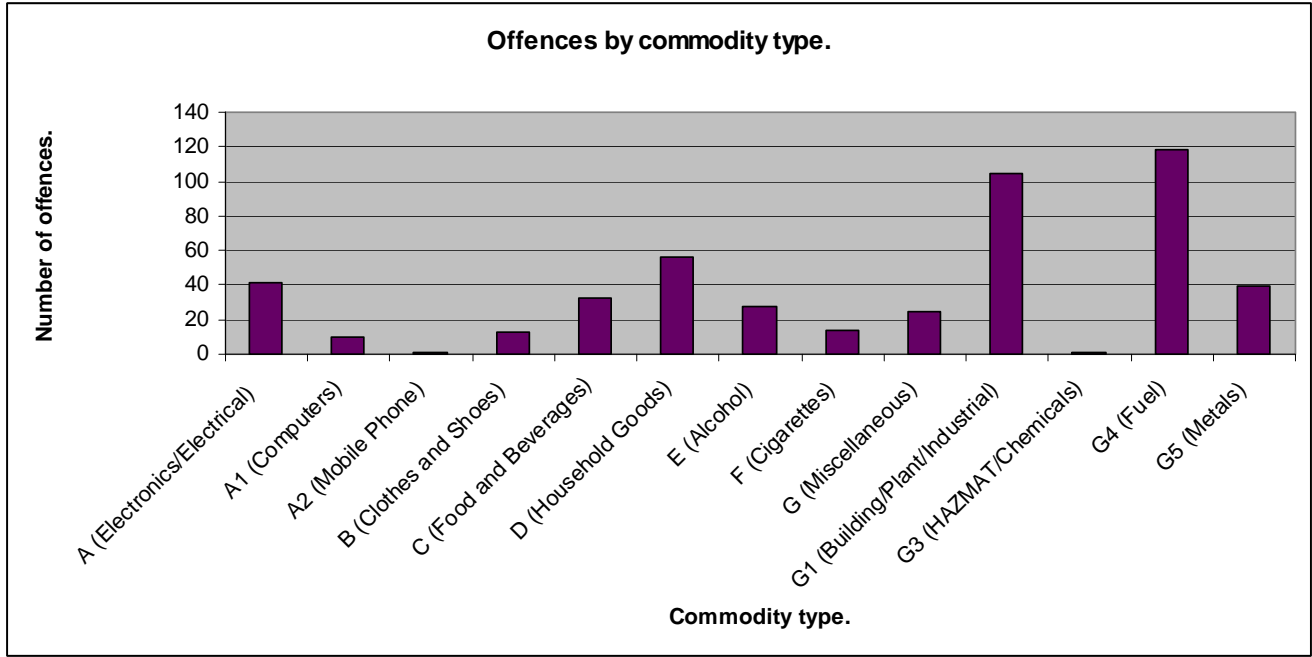
TruckPol has received **1103** reports at the time of writing this report. By comparison, TruckPol received 823 reports in the same period in 2006 and 556 reports in 2007.

Incident Type	No. of incidents (April 2008)	No. of incidents (May 2008)	No. of incidents (June 2008)
Hijack	4	2	3
Theft of vehicle	97	272	198
Theft from vehicle	176	54	169
Theft (other)	27	18	8
Attempted Theft	16	15	28
Deception	3	1	1
Warehouse	7	4	0
Total	330	366	407

OFFENCES BY INCIDENT TYPE



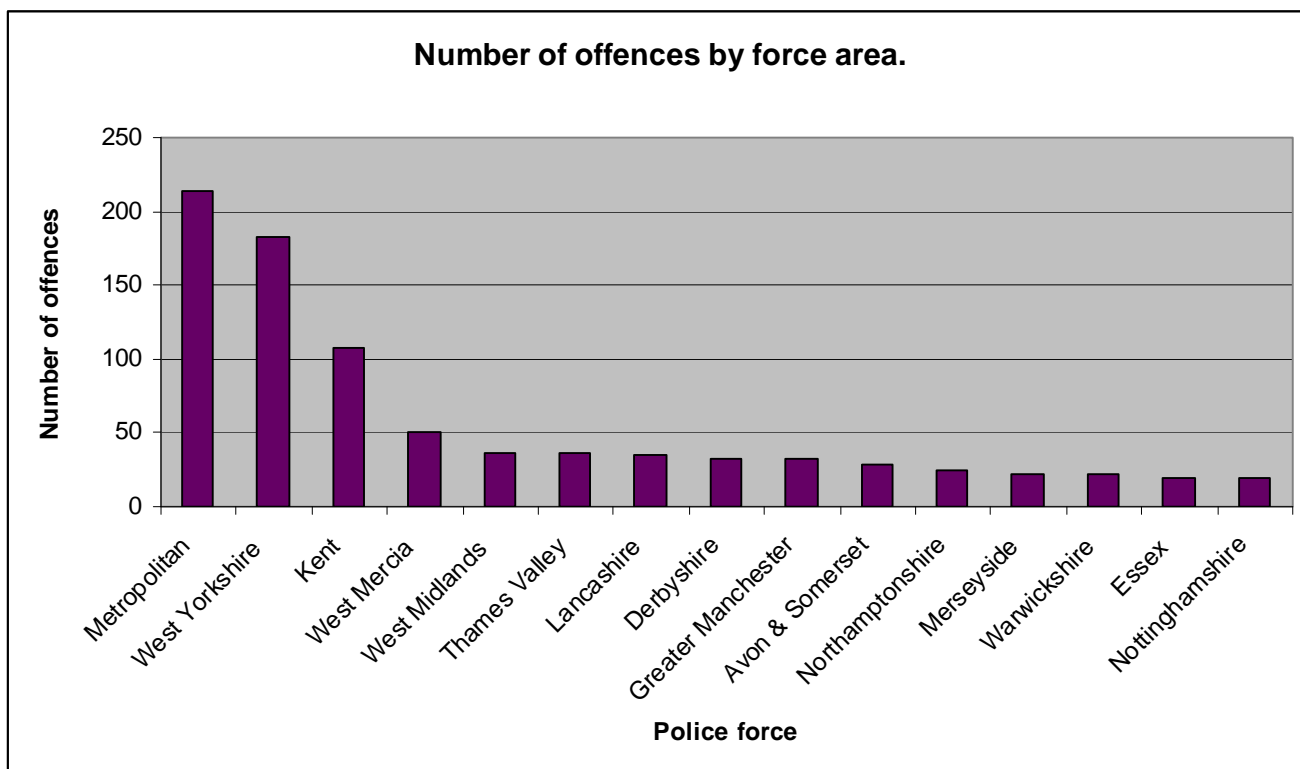
OFFENCE BY PROPERTY TYPE



Crimes by Police Area

Police force	No
Metropolitan	214
West Yorkshire	182
Kent	107
West Mercia	50
West Midlands	36
Thames Valley	36
Lancashire	35
Derbyshire	32
Greater Manchester	32
Avon & Somerset	28
Northamptonshire	25
Merseyside	22
Warwickshire	22
Essex	20
Nottinghamshire	20





Crime Types by Police Area

	Theft of Vehicle	Theft from Vehicle	Theft (other)	Hijack	Att.Theft	Deception	Warehouse
Metropolitan	80	101	14	1	0	4	5
West Yorks	43	117	0	1	20	0	1
Kent	43	52	3	0	9	0	0
West Mercia	23	16	3	1	8	0	0
W. Midlands	16	5	7	3	2	0	2
Thames Valley	13	20	0	0	3	0	0
Lancashire	19	10	1	1	4	0	0
Derbyshire	11	11	0	0	11	0	0
Gtr. Manchester	28	0	3	0	0	0	1
Avon & Somerset	12	12	4	0	0	0	0

Current Trends and Emerging Threats

Fuel thefts

A milestone was reached this year in TruckPol crime reporting figures as the number of fuel thefts reached a new high for any three month period. It is the first time that Fuel has been the most targeted commodity type in the Truckpol crime stats since our existing logs began at the start of 2006.

We must concede that part of this increase is down to better reporting to Truckpol from UK forces, none-the-less we are confident that there remains a strong increase in the number of incidents, as confirmed by our points of contact within UK forces. Our information suggests that some offenders are moving from stealing one commodity type to stealing fuel. Our intelligence shows that offences are committed using box van or rigid lorry vehicles which carry containers which are often unsuited to holding fuel, such as bottles used for household goods. To demonstrate the seriousness of those committing these thefts, some offenders have been going equipped with electric pumps to speed up the process.

It seems that the majority of thefts are being committed by offenders removing the fuel caps rather than drilling a hole in the tank. Truckpol has been informed by at least one industry partner that, after their firm installed anti-siphoning devices across their fleet, they noticed a positive reduction in offences. Based on this information we feel that offenders will only break into the body of the tank itself on rare occasions.

From a security stand-point it is also clear that unlike thefts of lorry loads, few of these incidents are happening at roadsides during incidents of 'wild parking'. Our data shows that a large number of incidents are taking place from the victims' company address. In these types of incident it is easy for more than one vehicle to be attacked at a time, as is often the case. As such, our data shows that it is often company premises that represent the weak link with regards the security of the fuel carried by large goods vehicles.

Use of distraction and impersonation of police officers

During this quarter in June, there was a loss of mobile phones from a large goods vehicle travelling through South Yorkshire. This is the first time in over a year that Truckpol has recorded the loss of mobile phones in an LGV theft. This offence was perpetrated by offenders using a white estate car fitted with covert blue lights. Once the LGV was brought to a stop the offenders hijacked the driver before removing the goods and setting fire to the cab, the trailer and the offending vehicle.

There have been two further incidents of offenders impersonating the police. In each incident the drivers have been lured from their cab. In other incidents drivers have been lured from their cabs by offenders saying there is a problem of some sort with their vehicle or by use of some other distraction/good Samaritan type technique.

Distraction is not the only way that a driver can be tricked into a compromising situation. There have been at least five incidents of lorry load being stolen in 'round the corner' type

deceptions this quarter. In these incidents, a driver is stopped outside his delivery destination, told that the warehouse is full or that another problem prevents delivery. The driver is then sent to another destination to unload-usually to another vehicle. Truckpol has recorded several incidents in which a load has been obtained by a telephone deception. In these incidents offenders have obtained details of a shipment or consignment and have used these details to have a load diverted to a warehouse location from which the goods can be taken. Such incidents involve the use of a shell company.

There is an extent to which thefts using distraction and deception techniques are preventable provided that drivers are aware of the risks. There is a guide to dealing with these incidents through better staff training available via a link on the Truckpol website www.Truckpol.com. On the front page of the site, click the link on the bottom right shown below:



Convictions of LGV thieves

Four men were given prison terms this April by Lincoln Crown Court for stealing £41,000 worth of detergents, crisps and Easter eggs in March 2006 from a haulage firm in Grantham. John Kinsella, 43, of Kirkdale, Liverpool was sentenced in his absence after absconding from Lincoln crown court. The judge in case had granted Kinsella bail prior to sentencing on the condition that he remains within the court. However, Kinsella was able to walk out unopposed. Kinsella was sentenced to 14 years in jail for the robbery and for driving offences during a police pursuit. A second offender, James Muldoon, 28 from Liverpool was sentenced to 13 years; he is also on the run. Stephen McMullen 49 was jailed for 12 years. A fourth man Thomas Hodgson, 29, of Liverpool was jailed for six years.

Pictured: John Kinsella DOB, 5/7/1964 (left), James Vincent Muldoon Dob, 1/10/1979 (right).



In August 2007, Kevin Atkinson (below, Dob 2/8/1974) was stopped in a stolen 7.5 tonne van on the M6 Northbound. The van was carrying 131 computers that had just been stolen from a foreign registered LGV in Warwickshire. Atkinson was sentenced in April to 14 months custody by Warwick crown court.



Six men from Northamptonshire were jailed in May for their part in the theft of more than £590,000 of televisions from Panasonic in Northampton. Among those imprisoned was James Shayler, 42, a notorious football hooligan. He was found to be responsible for organising the thefts. These were carried out using two LGV's stolen from Scotland in August 2006. The televisions were stolen from Panasonic's warehouse three months later.

The thefts were made possible after Shayler made a connection with an employee of the Panasonic warehouse. Indeed a total of ten people have been found Guilty of offences relating to the thefts. Those convicted include an assistant transport manager for Panasonic, the man who rented the land and containers where the goods were stored, the two men who drove each lorry and two men arrested while unloading the goods.

Contacting TruckPol

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

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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	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