



## TRUCKPOL QUARTERLY REPORT January – March 2007

Welcome to the TruckPol quarterly report for the period January to March 2007. This report 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 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 January to March 2007		
	£ Sterling	€ Euro	\$ US Dollar
Vehicle Value	6,098,755	9,032,162	12,068,164
Load Value	9,591,103	14,208,143	18,978,449
Combined Value	15,689,858	23,241,613	35,017,015

The average loss per incident is £35,659 or €52,831 or \$70,597

## Road Freight Crime by Incident Type

TruckPol has received 440 reports at the time of writing this report. By comparison, TruckPol received 702 reports in the same period in 2005 and 845 reports in 2006.

Incident Type	No. of incidents (Jan – March 2005)	No. of incidents (Jan – March 2006)	No. of incidents (Jan – March 2007)
Hijack	14	43	21
Theft of vehicle	302	337	169
Theft from vehicle	246	291	146
Theft (other)	52	47	29
Attempted Theft	68	79	45
Deception	24	23	17
Warehouse	5	25	13
Miscellaneous	1	0	0
<b>Total</b>	<b>702</b>	<b>845</b>	<b>440</b>

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

### OFFENCES BY INCIDENT TYPE

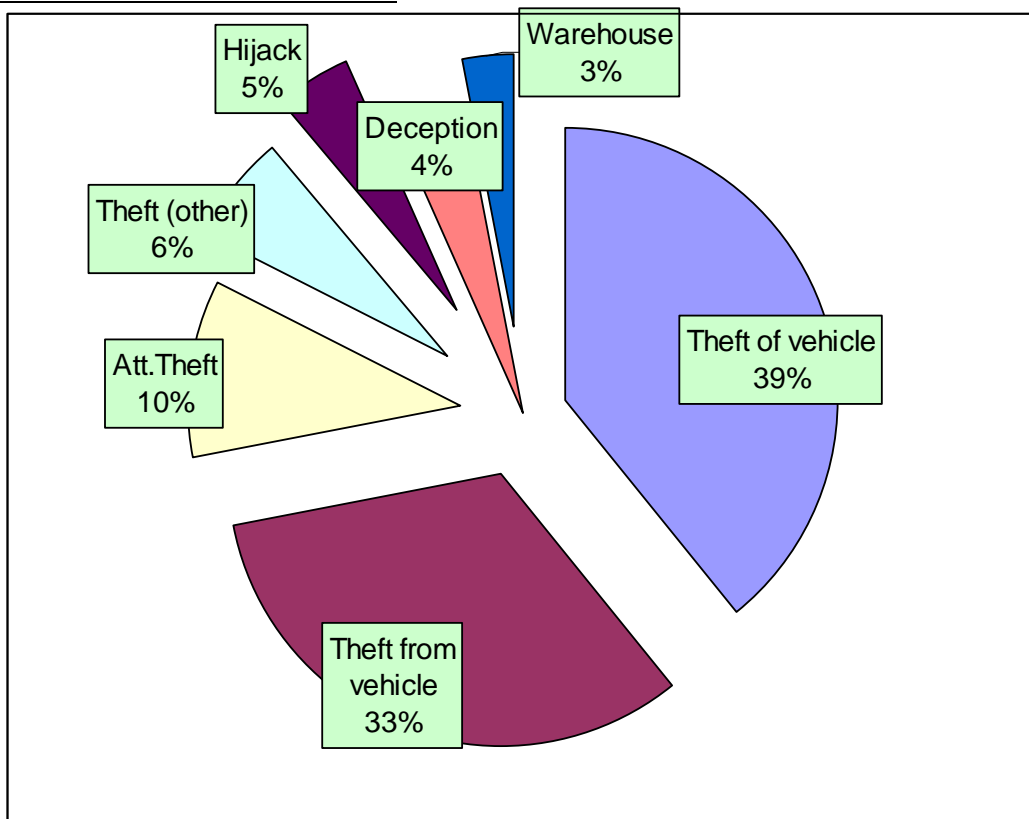


Fig. 1

## 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

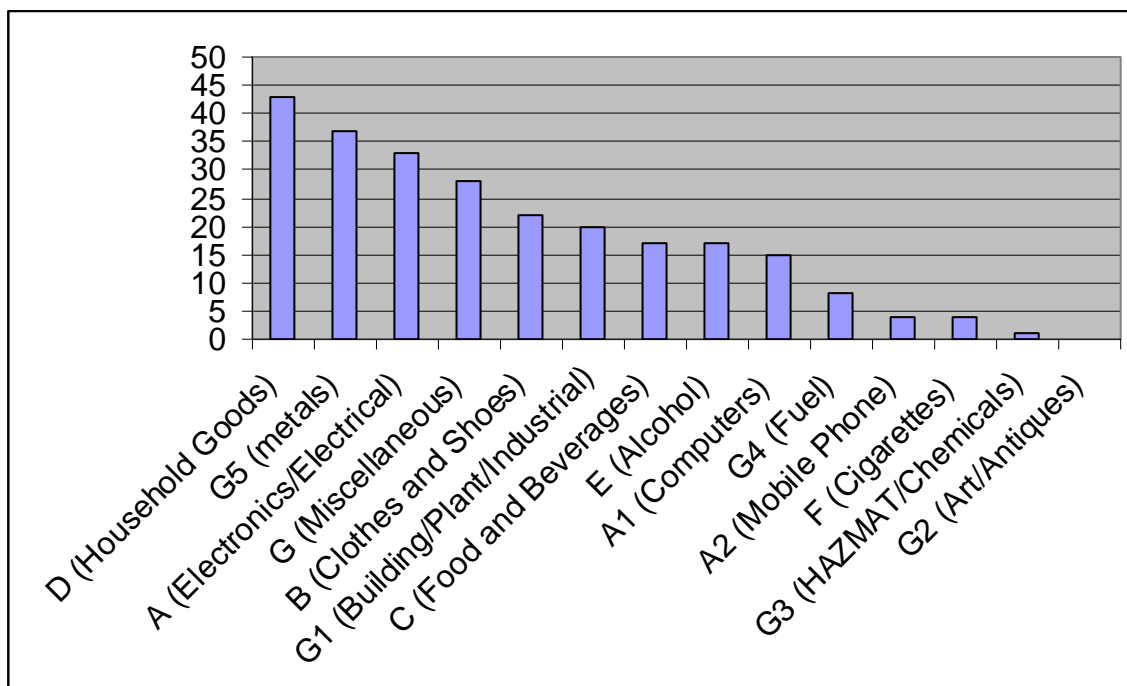


Fig. 2

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.

### Hot Spot Maps

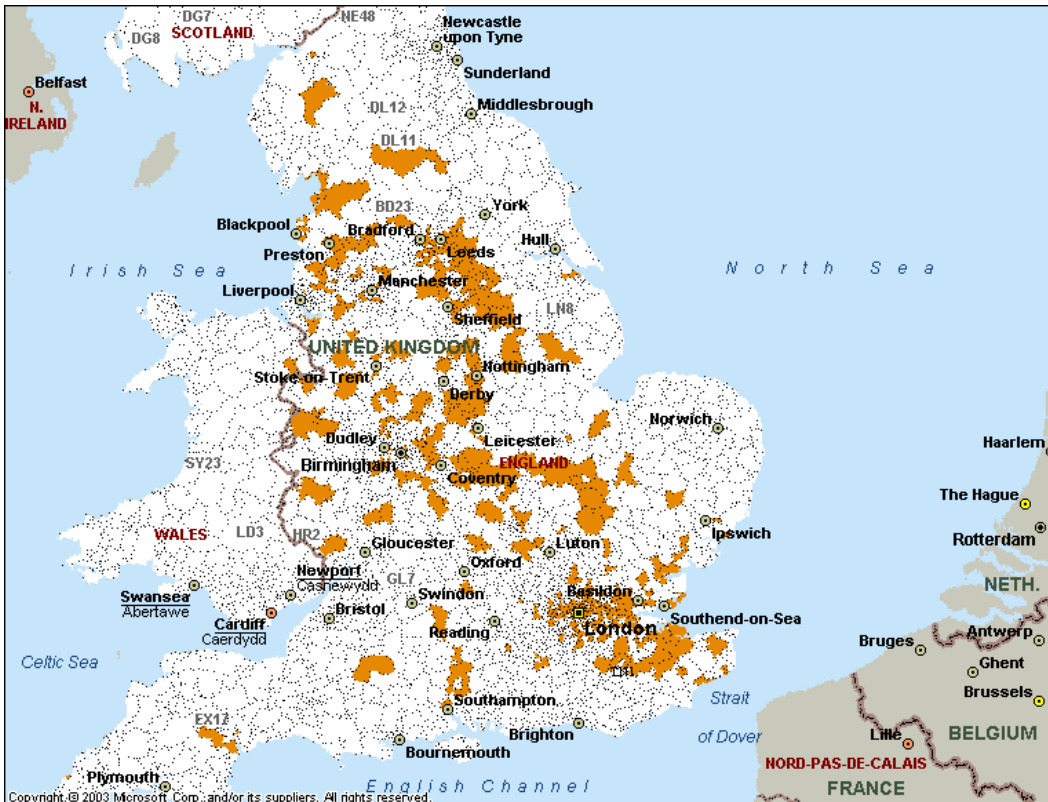


Fig. 3

The above map shows locations for THEFT FROM HGV offences in England & Wales for the period April 2006 – March 2007.





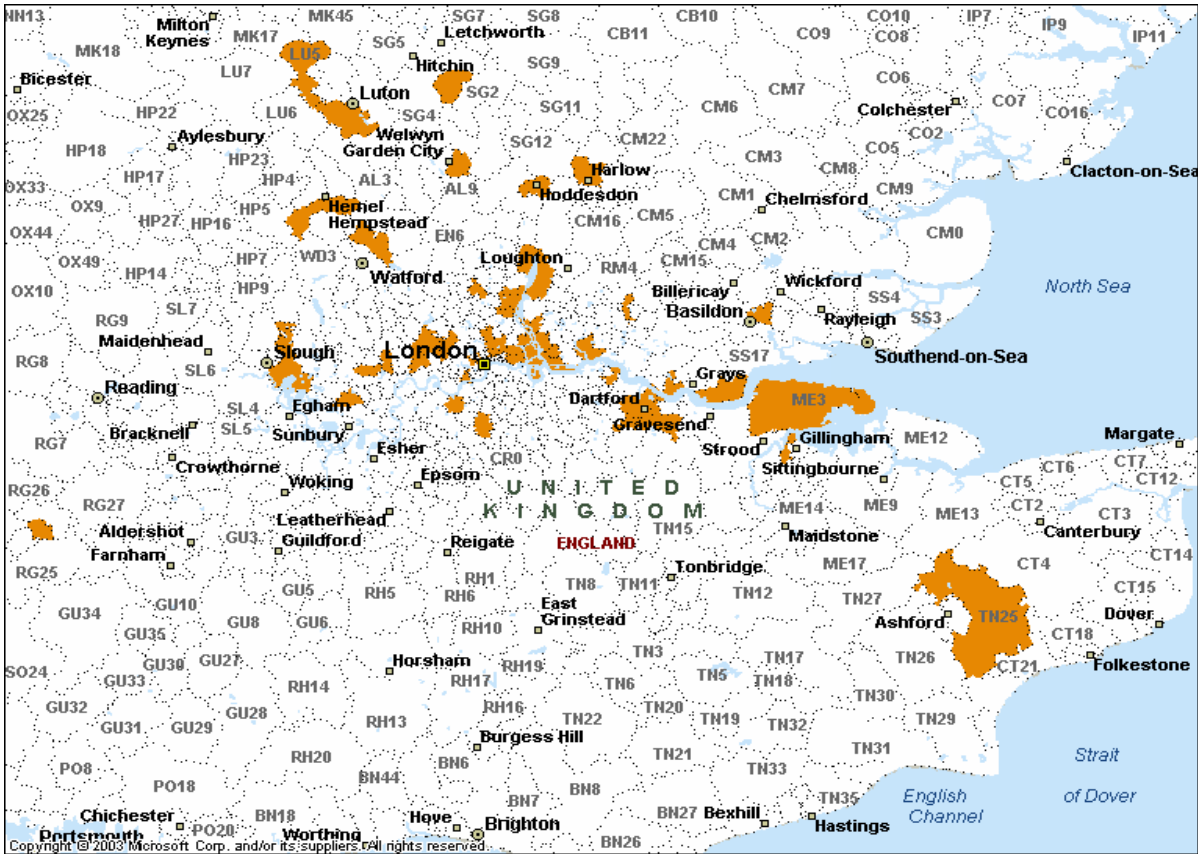


Fig. 6

The above map shows DECEPTION offences in the south east region of the UK for the period April 2006 to March 2007

## Crime Reports by Police Force Area

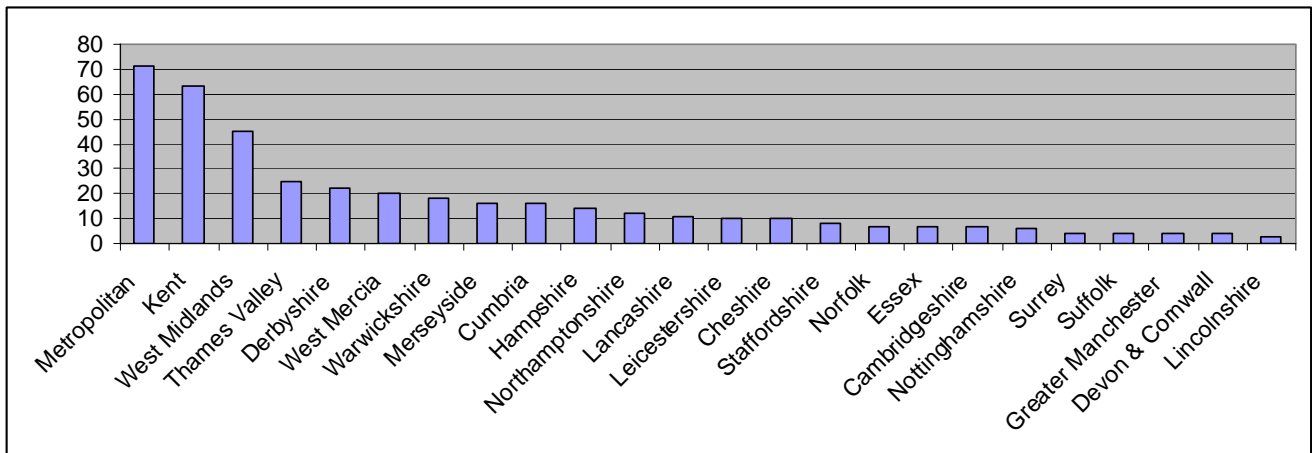


Fig. 10

*Police Forces who submitted less than 4 reports to TruckPol this quarter are not shown on Fig. 7*

## Emerging Trends

The first quarter of 2007 has proved to be an expensive one with the average cost of each freight crime offence rising to £35,659 (from £31,667) despite the fact that numerically, the number of reports are down compared to the last quarter of 2006. Overall crime reports are down almost 54% from 925 to 420 incidents reported to TruckPol. We feel this is due to a natural reduction of incidents after the Christmas period and this has been exacerbated by patchy reporting to TruckPol. Nevertheless, the crime reporting issues must be resolved if TruckPol is to present an accurate picture of all freight crime.

Hijack numbers have shown a decrease of 29% with 19 recorded compared to last quarters 27. We feel this is also partly due to reports not reaching TruckPol. However, if you look at the individual monthly figures for this first quarter of 2007, hijackings have steadily increased and the offences now make up 5% of all reported crime, therefore the threat of violence remains ever present.

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 the south-east around Dagenham and Kilburn. The first reported 'round the corner' deception offence at Brackmills, Northampton, occurred in March with a foreign hauliers hi-tech load being diverted and then off loaded to another vehicle, nearby. Alcohol loads seem to be getting the most attention, followed by hi-tech products. The problem of criminals 'phishing' for information by telephone has also been reported again by certain companies.

The inclusion of the new category for METALS (G5) in load types has proved worthwhile as this category now occupies second spot on the chart in figure 2. The problem of metal thefts in freight crime is a national problem due to the high residual values of particularly non ferrous products; this fact is borne out by the figures in the first quarter's spreadsheet.

There is good news too with lots of enforcement activity around the country. West Yorkshire has had some success with a large recovery of property from freight crime. There have been several arrests in the West Midlands in March with at least three HGV units recovered and most of their stolen loads, totalling almost £1,000,000, at a site in the Black Country.

There are regional operations against freight crime nominals operating in several parts of the UK and we hope to report more successes soon.

## Conclusion

Although violent offences only occupy 5% of all reported freight crime, those incidents are getting national recognition with the two most recent being featured on BBC Crimewatch this week. Two Hijacks with a similar modus operandi occurred on the A14 in Cambridgeshire during late March. The drivers were offered violence and kidnapped by the gang before being abandoned in Lancashire and Merseyside, respectively. Both vehicles were parked in lay-bys on or near to the A14.

The message from TruckPol remains clear:

- Consider using secure parking locations whenever possible
- If fitted, use all security devices available
- Remain vigilant and keep your mobile telephone to hand, dial 999 if necessary
- Always secure your vehicle and keep keys at hand
- Keep information about loads secure – careless talk costs loads

We remain very grateful for the continued support of our sponsors and would encourage any readers who might be thinking about joining the unique partnership that 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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## 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 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 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 are deceived into delivering elsewhere than to the intended destination. (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                                                                               |

