



TRUCKPOL QUARTERLY REPORT January – March 2009

Welcome to the TruckPol quarterly report for the period January to March 2009. 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 first quarter of 2009. 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. Figures in this report may 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	£5,118,128	5,708,763
Load Value	£3,909,504	4,360,130	5,694,179
Combined Value	£9,027,632	10,068,893	13,150,691

The average loss per incident is

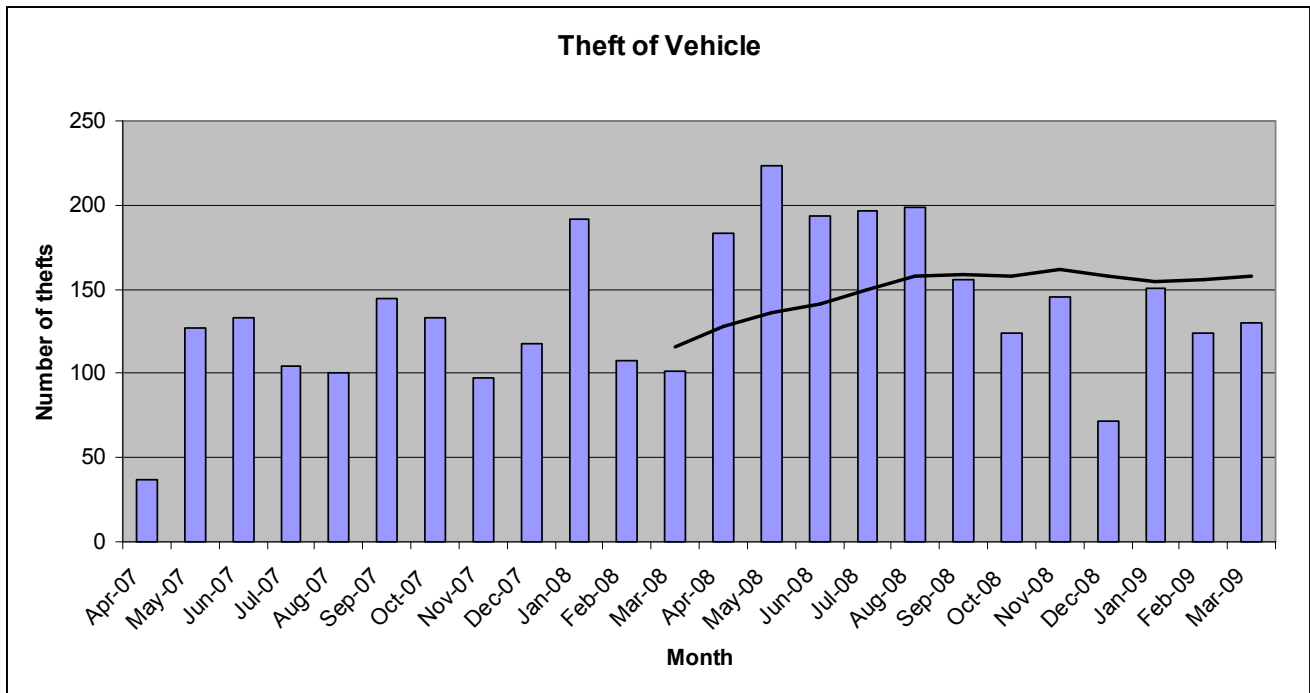
£11,159.



A Truckpol Partner

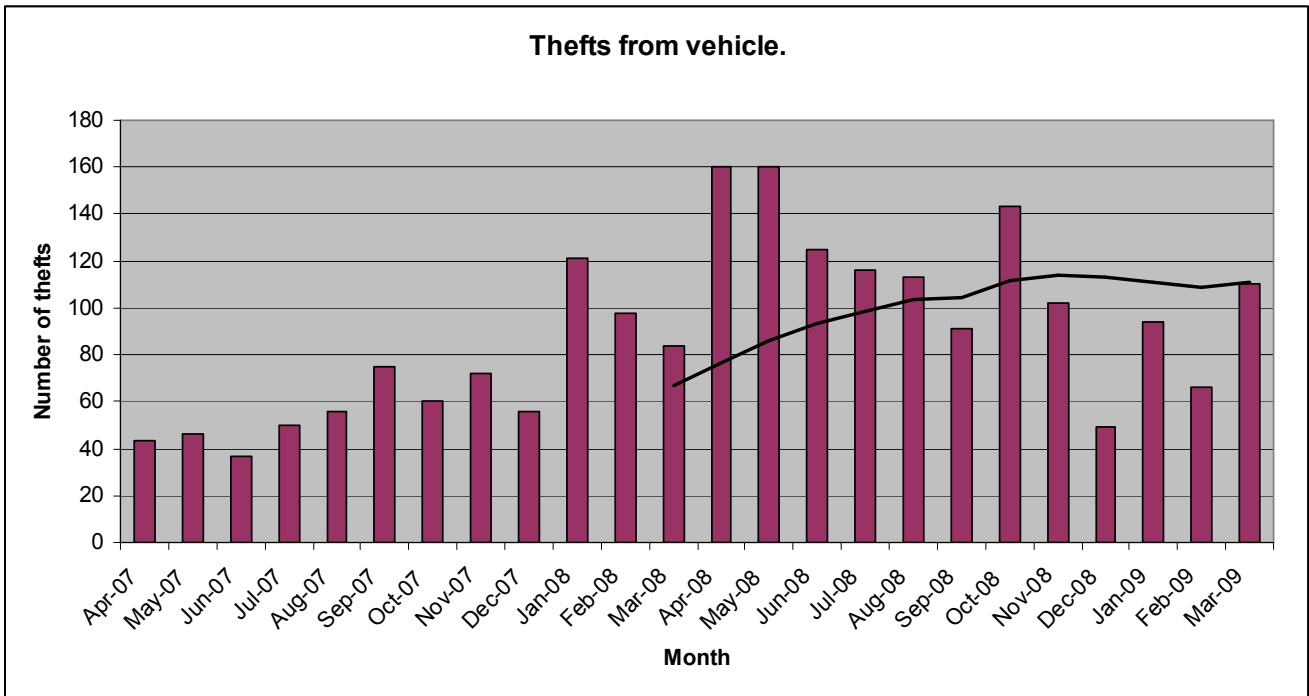
Road Freight Crime by Incident Type

Incident Type	No. of incidents Jan 2009	No. of incidents Feb 2009	No. of incidents Mar 2009
Hijack	5	7	3
Theft of vehicle	151	124	130
Theft from vehicle	94	66	110
Theft (other)	4	5	8
Attempted Theft	42	18	34
Deception	1	1	-
Warehouse	-	2	3
Total	298	223	288



Above – Thefts of LGVs for UK with 12 month moving average

In the first three months of 2009 there were 405 thefts of LGVs. In the first three months of 2008 there were 401 thefts. In the twelve months before 31st of March 2009 there were 1464 thefts of LGVs. In the twelve months before 31st March 2008 there were 798 thefts of LGVs.



Above – Thefts from LGVs for the UK with 12 month moving average.

In the first three months of 2009 there were 270 thefts from LGVs with 303 thefts in the same period of 2008. In the twelve months to 31st of March 2009 there were 1329 thefts from vehicles. In the twelve month to 31st of March 2008 there were 755 thefts from vehicles.

OFFENCES BY INCIDENT TYPE Q1 2009

Crime Type	Total
Att. Hijack	1
Att. Theft	94
Deception	2
Hijack	15
Theft (other)	17
Theft from Vehicle	270
Theft of Vehicle	405
Warehouse	5
Grand Total	809

OFFENCE BY PROPERTY TYPE Q1 2009

Property Classification	Total
A (Electronics/Electrical)	29
A1 (Computers)	9
A2 (Mobile Phone)	1
B (Clothes and Shoes)	41
C (Food and Beverages)	39
D (Household Goods)	37
E (Alcohol)	15
F (Cigarettes)	10
G (Miscellaneous)	18
G1 (Building/Plant/Industrial)	51
G3 (HAZMAT/Chemicals)	1
G4 (Fuel)	47
G5 (metals)	19

Crimes by Police Area Q1 2009

Force Stolen From	Total
West Yorkshire	149
Essex	88
Metropolitan	75
West Midlands	55
Kent	54
West Mercia	46
Lancashire	40
Thames Valley	33
Greater Manchester	29
Avon & Somerset	23
Northamptonshire	19
Warwickshire	19
Derbyshire	18
Nottinghamshire	12
Staffordshire	12

Crime Types by Police Area Q1 2009

Force Stolen From	Theft of Vehicle	Theft from Vehicle	Theft (other)	Hijack	Deception	Att. Hijack	Att. Theft	Warehouse
Avon & Somerset	5	16	2	-	-	-	-	-
Derbyshire	9	5	2	1	-	-	1	-
Essex	13	39	-	-	1	-	35	-
Greater Manchester	28	-	-	-	-	-	-	1
Kent	17	34	-	-	-	1	2	-
Lancashire	26	8	2	1	-	-	3	-
Metropolitan	58	13	2	-	1	-	1	-
Northamptonshire	5	10	-	-	-	-	4	-
Nottinghamshire	5	6	-	-	-	-	1	-
Staffordshire	11	-	-	1	-	-	-	-
Thames Valley	14	16	-	-	-	-	3	-
Warwickshire	8	10	1	-	-	-	-	-
West Mercia	17	23	-	1	-	-	4	1
West Midlands	21	18	5	9	-	-	2	-
West Yorkshire	49	62	1	-	-	-	35	2

Current Trends and Emerging Threats

Hotspot areas

In Essex offenders have been targeting the major routes around Grays and the port of Tilbury. The most commonly stolen goods are clothes and shoes. There have been several thefts of designer clothing of high value.

In Kent clothing is also often targeted. One theft was of £150,000 of designer bikinis which were destined for a shop in London and were yet to be put on sale. There is also a persistent problem with fuel thefts in Kent as is the case in Avon and Somerset and West Yorkshire. What is not reflected in the data is that in these thefts half a dozen vehicles can be targeted at a time.

In the centre of the country there have been nine thefts in Milton Keynes in areas close to the M1. Electrical goods such as Televisions, speakers and computers are popular targets in this area.

There have been five thefts on the A14 in Northamptonshire and four on the A43 in Northamptonshire and Oxfordshire goods stolen are mostly household goods.

In the West Midlands there have been nine hijack incidents in the first three months of the year. In five of these metal loads were stolen with copper being stolen in three crimes, the other losses were brass and aluminium. Losses in these crimes range from £45,000 to £100,000 per incident.

In West Yorkshire, the areas near to the M62 and A1 including the service areas on these roads experience the most thefts. Thefts are from curtain sided lorries and tend to focus on electrical goods and household goods.

Other emerging trends

Some forces are reporting thefts of tankers such as milk tankers. These are made from high quality steel and so owners of such vehicles are advised to make extra effort to secure such items.

One force is reporting thefts of fuel cards from parked LGVs. This problem affects smaller companies who park vehicles at their premises on Friday evening and leave the vehicles over the weekend.

Thefts of fuel continue to take place. It is difficult to accurately assess the fluctuation in the levels of offending due to the somewhat inconsistent data Truckpol receives. Despite this it is clear that the sudden drop in fuel prices from their peak has not eradicated the problem, as long as offenders have a means of generating profit thanks to a market in stolen fuel then it will continue to be stolen.

One worrying incident that has been reported in the media was the use of a taser by offenders who posed as VOSA staff. The driver was ordered to take his load of copper wire to the West Midlands where the goods were removed. The driver was then ordered to drive to Gloucestershire where he was tied up and left in his cab.

The Truckpol annual report for 2008 described Operation Stammtisch, an initiative that gives lorry drivers the opportunity to discuss problems with the police. Forthcoming Stammtisch events will advise drivers on how to establish if police officers are genuine after it became clear that offenders were impersonating police and other officials.

Truckpol News

DC Alan Soames is now leading Truckpol following the retirement of DC Andrew Round. Truckpol has now recruited an administrator to assist DC Soames.

Truckpol continues to host bi-monthly meetings, feedback from recent meetings is that hosting them on a bi-monthly basis is most suitable for all parties. These meetings are a forum for representatives from the police, Truckpol sponsors and invited guests to raise issues and discuss security issues.

Truckpol will continue to produce monthly bulletins, these are restricted documents that offer more up to date information on current crime trends. These bulletins are exclusively available to Truckpol sponsors who are also invited to all bi-monthly police and industry meetings.

The Truckpol crime prevention trailer continues to be in demand from UK police forces proving that this is a popular initiative. The trailer helps to encourage a displacement of offenders and serves to raise the profile of Truckpol and the issue of freight crime.



Contacting TruckPol

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

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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