



## TRUCKPOL QUARTERLY REPORT July to September 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 [1.27943/£]	\$ US Dollar [1.7218/£]
<b>Vehicle Value</b>	12,964,229	16,558,997	22,321,811
<b>Load Value</b>	14,441,258	18,476,536	24,864,960
<b>Combined Value</b>	27,405,487	35,063,332	47,142,985

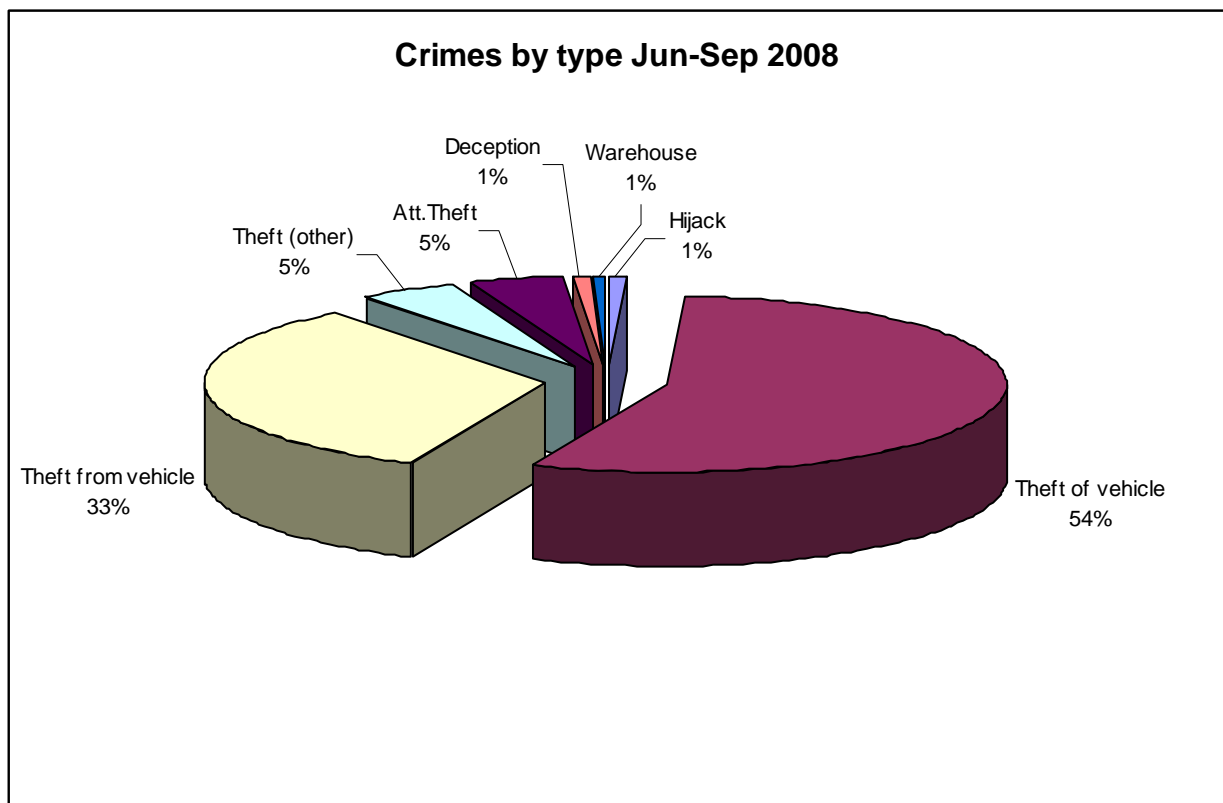
The average loss per incident is £25,258



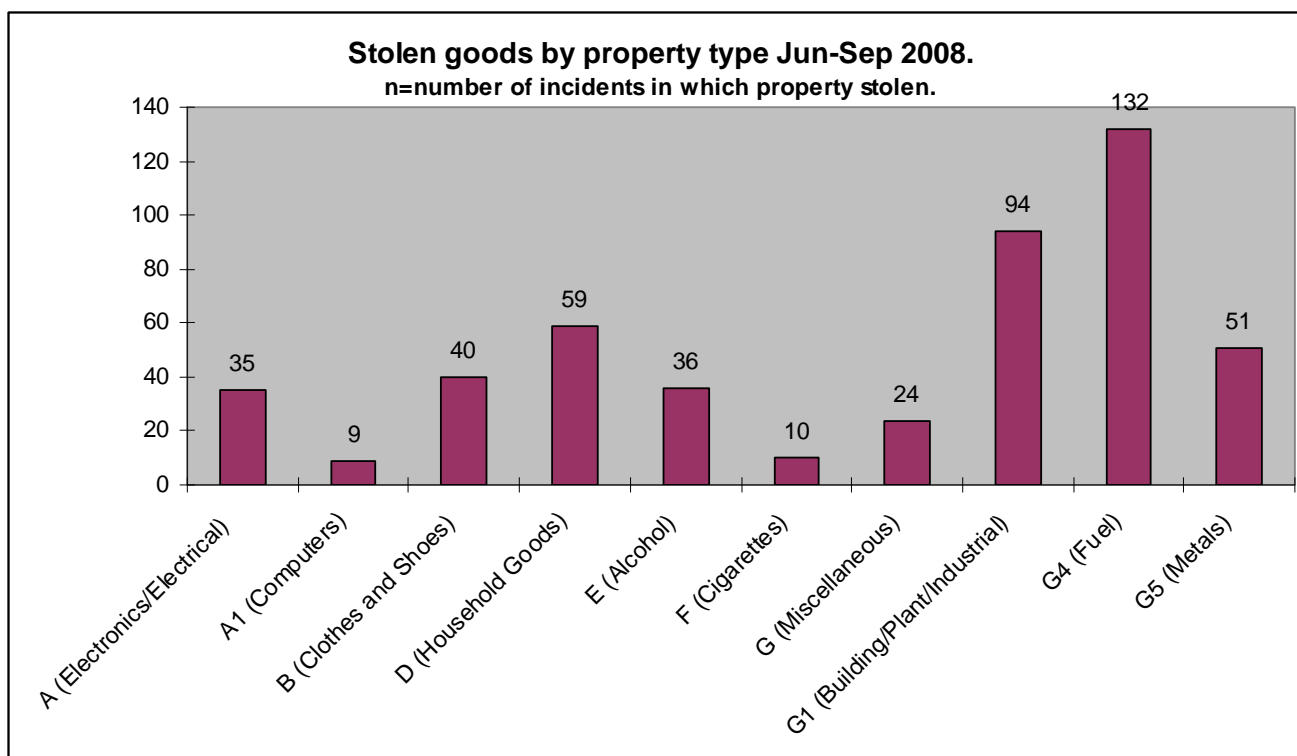
## Road Freight Crime by Incident Type

Incident Type	No. of incidents (July 2008)	No. of incidents (Aug 2008)	No. of incidents (Sep 2008)
Hijack	5	2	3
Theft of vehicle	265	176	160
Theft from vehicle	181	65	113
Theft (other)	30	8	13
Attempted Theft	14	16	19
Deception	5	4	0
Warehouse	0	5	1
Total	500	276	309

## OFFENCES BY INCIDENT TYPE



## OFFENCE BY PROPERTY TYPE



## Crimes by Police Area

Police force	No
Metropolitan	244
Kent	115
West Yorkshire	100
West Mercia	82
West Midlands	58
Essex	51
Warwickshire	49
Thames Valley	36
Lancashire	34
Derbyshire	29
Greater Manchester	25
Avon & Somerset	25
Northamptonshire	23
Nottinghamshire	20
South Yorkshire	15

## Crime Types by Police Area

Crime Type	Theft of Vehicle	Theft from Vehicle	Theft(other)	Hijack	Deception	Warehouse	Att.Theft	Att.Hijack
Police Force								
Avon & Somerset	6	18	-	-	-	-	1	-
Derbyshire	13	12	-	-	-	-	4	-
Essex	45	4	1	-	1	-	-	-
Greater Manchester	22	1	1	-	-	-	-	1
Kent	25	66	8	1	-	-	15	-
Lancashire	20	11	1	1	-	-	1	-
Metropolitan	97	121	20	1	3	-	2	-
Northamptonshire	3	17	-	1	-	-	2	-
Nottinghamshire	13	5	-	-	2	-	-	-
South Yorkshire	14	1	-	-	-	-	-	-
Thames Valley	19	11	5	1	-	-	-	-
Warwickshire	22	20	3	1	-	-	-	-
West Mercia	51	15	2	-	-	-	14	-
West Midlands	25	22	5	2	1	-	1	-
West Yorkshire	56	35	1	-	-	-	7	-

## Current Trends and Emerging Threats

### Vehicle Hijacking MO

Truckpol have stated in the past that we should be very concerned about the level of violence being used by offenders to steal vehicles by means of robbery. There have been ten Hijacks of vehicles in the last three months. In two cases offenders showed a gun to the victim and four times offenders were brandishing knives. To prevent drivers from raising the alarm offenders are holding the drivers, usually in the boot of a car, until such time that their loads can be hidden or concealed. This means that once the driver has been released the goods have either been transferred to another vehicle or taken off the road all together.

Vehicles and drivers that are targeted in this way are usually parked overnight away from the main roads in industrial areas where they are left very exposed as there is less likelihood of there being eyewitnesses present.

In order to assist the industry in understanding the risks of being attacked and the best way to respond there is material available on the Truckpol website at [www.truckpol.com](http://www.truckpol.com) see the link for Minimum Standards for Reporting.

### Looking forward: Christmas 2008

Over the Christmas period last year there appeared to be a deliberate targeting of certain goods such as Televisions and alcoholic drinks. Although fuel thefts have grabbed most peoples' attention recently it must be remembered that goods such as these can generate even more cash for the criminal networks that obtain them through thefts from parked LGV's.

The same advice must be attached to avoiding being a victim of this kind of criminality as applies to avoiding the lorry hijacks mentioned earlier. Drivers must try to avoid 'wild parking' in areas such as dual carriageways and industrial/warehouse areas. Vehicles are also vulnerable when they arrive early for a delivery LGV's are often not allowed into the site until their due delivery time. To avoid being a victim, it is crucial that driver rest breaks are pre-planned and that this message gets through to any firms subcontracted to move the loads particularly foreign sub-contractors.

### **Contacting TruckPol**

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

**DC ANDREW ROUND - FIO**

**Office:** 02476 51 6246

**Facsimile:** 02476 82 6131

**E-mail:** [truckpol@avcis.pnn.police.uk](mailto:truckpol@avcis.pnn.police.uk)

**Web:** [www.truckpol.com](http://www.truckpol.com)

## 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