



National Motor Vehicle  
Theft Reduction Council  
*driving down vehicle theft*

# Annual Report 2005

working together

Driving down vehicle theft

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## **Vision**

To achieve the lowest rate of motor vehicle theft in the developed world, thereby improving Australia's economic and social well-being.

## **Mission**

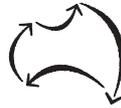
To deliver a culture of continuous and sustainable vehicle theft reduction in Australia by advancing reform and cooperation between industry, government and community stakeholders.

## **Operating Philosophy**

The NMVTRC is committed to developing close partnerships and common goals with stakeholders through the promotion of the economic and social benefits of reduced vehicle theft. Its credibility will be judged by the quality of its proposals for change.

# Letter of Transmittal

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National Motor Vehicle  
Theft Reduction Council  
*driving down vehicle theft*

31 October 2005

## **Crime Prevention Ministerial Forum**

The Hon. Tim Holding MP (Chair)

Mr John Hargreaves, MLA

Senator the Hon. Chris Ellison

The Hon. John Watkins

The Hon. Dr Peter Toyne, MLA

The Hon. Judy Jackson MHA

The Hon. Michelle Roberts, MLA

The Hon. Warren Pitt, MP

The Hon. Michael Atkinson

The Hon. Phil Goff

## **Insurance Council of Australia President**

Mr Michael Hawker

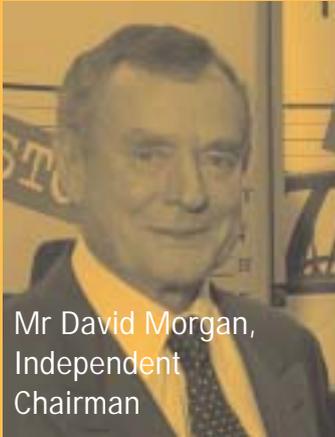
In accordance with the Rules of Association of the National Motor Vehicle Theft Reduction Council Inc.,  
I have pleasure in submitting the NMVTRC's Annual Report for the year ended 30 June 2005.

Yours Sincerely,

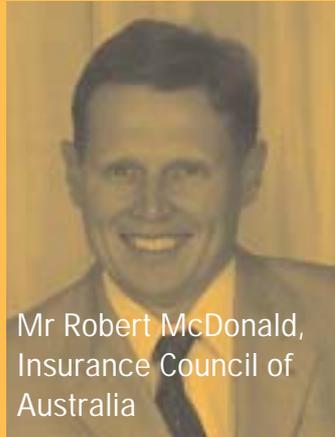
David M Morgan  
Chairman

# NMVTRC Members

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Mr David Morgan,  
Independent  
Chairman



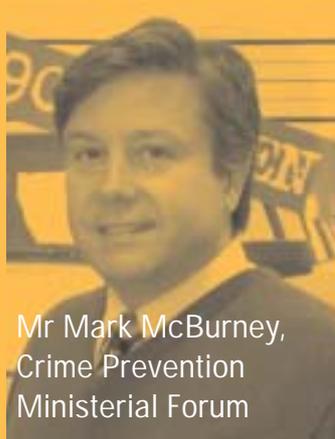
Mr Robert McDonald,  
Insurance Council of  
Australia



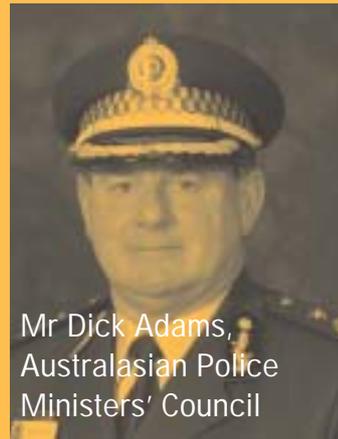
Mr Keith Seyer,  
Federal Chamber of  
Automotive Industries



Dr Dianne Heriot,  
Australian  
Government Agencies



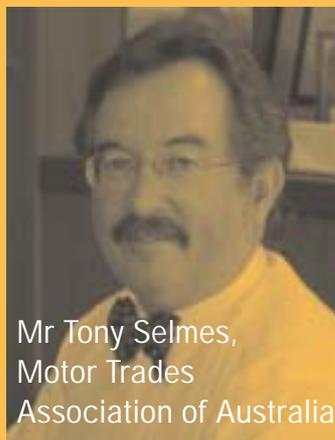
Mr Mark McBurney,  
Crime Prevention  
Ministerial Forum



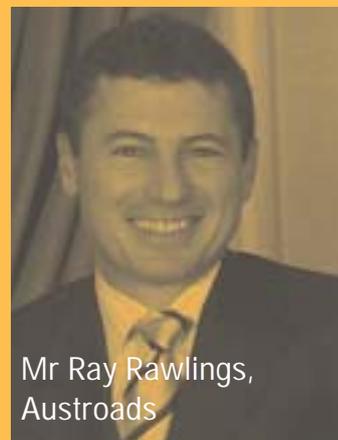
Mr Dick Adams,  
Australasian Police  
Ministers' Council



Mr Mark Borlace,  
Australian Automobile  
Association



Mr Tony Selmes,  
Motor Trades  
Association of Australia



Mr Ray Rawlings,  
Austroads

# Chairman's Report



## Gains and Pains – Building on Australia's Vehicle Theft Reform Achievements

The 2004-2005 year delivered Australia its fourth consecutive, significant reduction in stolen vehicle numbers. The 82,840 thefts recorded nationally represent a 7 per cent fall over last year to build on the 13, 19 and 10 per cent reductions of the previous three years.

The hard work and co-operation of the National Motor Vehicle Theft Reduction Council's (NMVTRC's) stakeholders has clearly changed the vehicle theft landscape with rates falling by almost half since 2000-2001. Pleasingly, Australia continues to enjoy its lowest theft rates on record and retains its lower ranking (No. 5), in the 'league table' of nine comparable developed nations.

With around 120,000 fewer vehicles stolen in Australia since the NMVTRC's inception in 1999, investment in theft reform has so far saved the Australian community between \$740 million and \$1.43 billion.

While this is good news, the number of unrecovered stolen late model vehicles remains a concern and a trend back towards previous unrecovered levels over the past year provides a sobering message for the NMVTRC and its stakeholders.

The unrecovered rate is the primary indicator of organised criminal activity that seeks to convert stolen vehicles into cash. More than one in five vehicles stolen in the last twelve months appeared to simply vanish, providing evidence that criminal networks are extremely adaptive and quick to identify new or remaining system weaknesses to continue to ply their illicit trade.

The stolen vehicle 'trade' is still estimated to cost the community more than \$500 million per annum and there is clearly much more to do to relieve the nation of the considerable social and economic impacts of organised car crime. As a result the NMVTRC's work program for 2006, released last month as part of the Strategic Plan for 2005-2007, has an even sharper focus on finding potential new countermeasures against profit-motivated theft.

The 12 months to June saw further key elements of the NMVTRC's theft reform agenda realised, including:

- South Australia's alignment of its written-off vehicle management practices with nationally agreed best practice principles, bringing all states and territories into consistent practice;
- the launch of a new independent body, National Parts Code, to encourage good practice in parts recycling to minimise the risk of illicit components being laundered via the legitimate industry; and
- the establishment of the third demonstration site of the NMVTRC's model young offender program, *U-turn*, in Brisbane.

The year also saw a fresh approach to the NMVTRC's community education activities with the successful launch of its high profile Australia's Most Wanted and Operation Bounce Back programs. These activities continue to raise public awareness of the true dynamics of vehicle theft and help vehicle owners and buyers reduce their risk of falling victim to car crime.

The 2005-2006 year will see Australian governments and the insurance industry make decisions on whether to extend the NMVTRC's life into a third term. It was pleasing to note that independent surveying by Quantum Market Research, as part of the organisation's review process, highlighted the NMVTRC's strong commitment to collaborating with its stakeholders. Stakeholders give us top marks for strategy development and consultation and we look forward to maintaining these strong partnerships to continue to deliver good theft reduction outcomes for the nation.

I would again like to record sincere thanks to my fellow Councillors for their continuing commitment and expert guidance. Particular thanks and best wishes go to the NMVTRC's Deputy Chair Dick Adams and motor trades representative Tony Selmes who recently ended their terms with the organisation.

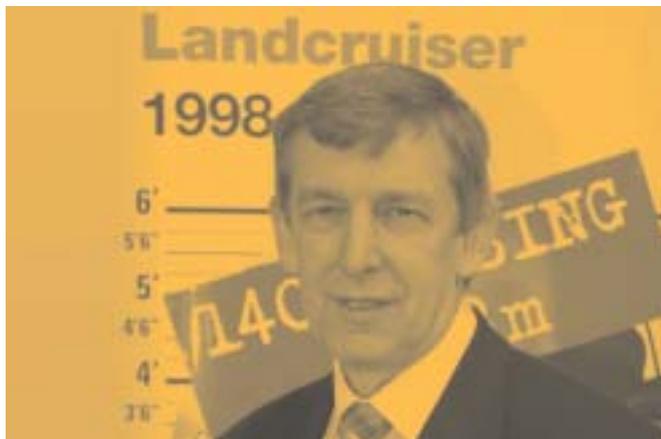
Dick and Tony played critical roles in establishing the NMVTRC's credibility and relationships at its inception and made valuable contributions to the organisation's ongoing strategy development and governance.

Finally, I would like to again recognise the continuing enthusiasm and professionalism demonstrated by our Executive Director and his staff in managing a diverse and challenging program of reform.

David M Morgan  
Chairman

# Executive Director's Report

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As noted by the Chairman in his report, the last 12 months was another watershed year for vehicle theft reform in Australia. Record low rates of theft are cause for optimism that we are some part of the way to achieving the NMVTRC's objective of a culture of continuous and sustainable theft reductions.

Highlights for the year included:

- substantial progress towards the development of a set of best practice principles for vehicle identity inspections, including processes to optimise police responses to suspicious vehicles and manage risk;
- the expansion and continuing strong performance of VIN-based microdot technology as a whole-vehicle identifier in assisting the investigation of vehicle theft and improving in the theft/recovered performance of high-risk vehicles;
- the outstanding early performance of the Brisbane-based *U-turn* program for young vehicle theft offenders, which has set new benchmarks for retention, graduations and work placement rates; and
- the exceptional media and stakeholder response to our new community education initiatives: Australia's Most Wanted and Operation Bounce Back.

Regrettably, our expectation that secure compliance labels would begin appearing on new vehicles this year was not met after the most promising label failed to meet the NMVTRC's exacting technical specification. However, with the cooperation of vehicle manufacturers and label suppliers, we are confident that a truly tamper and counterfeit resistant label will be available in the very near future.

Pleasingly, police investigations shut down a number of major car crime networks across Australia during the year highlighting the importance of a vigorous police and national intelligence response to the overall strategy.

A particular highlight for me was to accompany the Australian Crime Commission and represent the NMVTRC at an international workshop on trans-national vehicle crime hosted by Interpol's Secretariat-general. Hundreds of thousands of stolen vehicles provide trans-national organised crime with vast financial returns each year. We are certainly not immune from this international trade but it was very gratifying to have Australia's combined government and industry response under the umbrella of the NMVTRC recognised as one of the world's leading examples of how to tackle vehicle crime.

The StratPlan Forums, our annual round of planning workshops with senior executives of stakeholder organisations again provided a valuable opportunity for us to develop a shared vision of theft reform priorities. One of this year's strong themes was the need to develop new countermeasures to respond to some distinct changes in criminal practices.

Finally, as the Chairman observed, this is a year in which key decisions will be made by governments and insurers about the NMVTRC's future beyond 2006. It is our view that although there have been many successes over recent years there is still important work to be done and that the NMVTRC is well positioned to continue its leadership role in driving down vehicle theft in Australia.

Ray Carroll  
Executive Director

# Our People

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Ray Carroll,  
Executive Director



Geoff Hughes,  
Director – Strategy and Programming (right)



Beryl Dukes,  
Administration Officer



Siobhan Sheridan,  
Project Officer



industry +  
government +  
community =  
partnership

# Motor Vehicle Theft in Australia 2004-2005

Australia is now experiencing its lowest vehicle theft rates on record<sup>1</sup> with rates almost halving over the last four years.

Theft rates fell again in 2004-2005, down to 5.8 thefts per 1,000 registrations (c.f. 11.1 in 2001-2001) and 4.1 per 1,000 population (c.f. 7.2). Following a 13 per cent reduction the previous year, theft fell by a further 7 per cent in 2004-2005 to 82,840<sup>2</sup>.

Seventy-five per cent of vehicles stolen in 2004-2005 were recovered by the end of June and it is expected that the overall rate will increase to around 77 per cent as some vehicles are recovered in subsequent months. Compared to reductions in theft numbers over the last five years, the number of stolen vehicles which are not recovered has remained fairly static.

Vehicles manufactured more than ten years ago continue to be the most stolen. These older vehicles account for seven out of every ten thefts but only 40 per cent of the nation's total vehicle fleet.

Overall, one in every 175 registered passenger/light commercial vehicles was reported stolen over the 12 month period. The rate of theft was significantly higher for non-immobilised vehicles at one theft for every 115 registered. Vehicles protected by an Australian Standards equivalent<sup>3</sup> immobiliser were stolen at a rate of only one in every 485 vehicles with the risk almost doubling to one in every 235 for vehicles with a non-complying device.

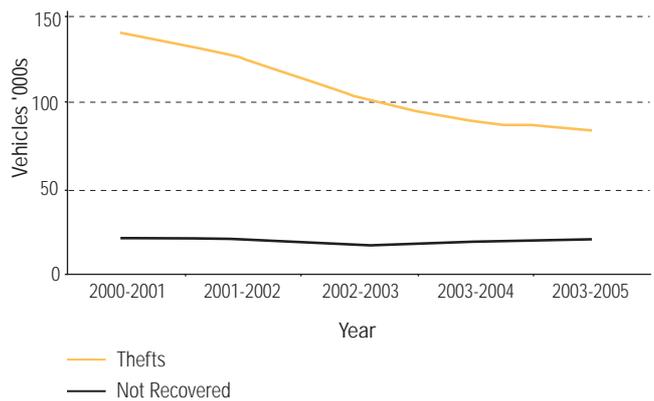
Popular models of family sedans, four wheel drives and work vehicles continued to be the favourite targets for organised thieves. More than 800 Holden Commodore, Ford Falcon, Mitsubishi Lancer, and Toyota Landcruiser and Hilux vehicles less than five years old were stolen in the year and never recovered. These missing vehicles alone are valued at \$17.5 million<sup>4</sup>.

With around 120,000 fewer vehicles stolen in Australia since the NMVTRC's inception in 1999, investment in theft reforms has saved the community an estimated \$740 million to \$1.43 billion<sup>5</sup> in theft costs.

1. Rates per 1,000 population and per 1,000 registrations. Records include rates back to 1978.
2. A breakdown of theft numbers and rates by state and territory is provided in the appendices. Data is updated and published quarterly in the NMVTRC's Theft Watch newsletter.
3. The term Australian Standards equivalent was developed by the NMVTRC to cover original equipment engine immobilisers that comply with Australian Design Rules and after market devices that meet Australian Standards.
4. Based on Glass's Information Services valuation data.
5. Benefits of Theft Reform, (MM Starrs Pty Ltd, NMVTRC, September 2005) estimates the cost of a theft incident to be in the range of \$6,230 to \$11,920 depending on a range of personal and other factors.

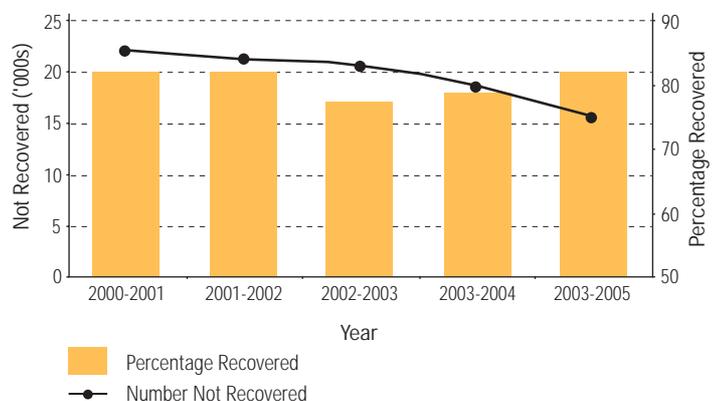


Figure 1: Theft and non-recoveries, Australia, 2000-2005



Source: CARS Database.

Figure 2: Recovery rates and vehicles not recovered, Australia, 2004-2005



Source: CARS Database.



co-operation  
collaboration  
commitment

# Reducing the Cost of Vehicle Theft



Reducing the cost of vehicle theft by development and implementation of cost-effective systems infrastructure and practices that:

- impede the activities of criminals attempting to convert stolen vehicles or components into cash; and
- can respond to changes in criminal behaviour.

## Transport Agency Practices

### Information exchange

With the National Exchange of Vehicle and Driver Information System (NEVDIS) now fully operational throughout mainland Australia, the NMVTRC's focus over the past 12 months has been to encourage transport agencies to develop a transparent monitoring framework to measure the effectiveness of national systems in:

- identifying suspicious transactions;
- managing written-off vehicle identities and identity inspection services; and
- resolving anomalous vehicle identification numbers (VINs).

Unfortunately, a range of technical and cost issues are still to be resolved before the suite of agreed measures can be implemented. Finding pragmatic and cost-effective solutions to these barriers will be a priority over the remainder of 2005.

Tasmania remains the only jurisdiction still to connect to NEVDIS<sup>6</sup>. The State's transport agency – the Department of Infrastructure, Energy and Resources (DIER) – is well advanced in its pre-connection planning and now expects to link to the national grid in 2006.



## Refining the management of written-off vehicles

South Australia's adoption of the NMVTRC's national model for written-off vehicle registers (WOVRs) in September 2004 marked a significant milestone in the management of wrecked vehicle identities.

With a consistent approach to managing these high risk vehicles, registration authorities are now well positioned to provide a truly effective last line of defence against vehicle re-birthers. To assist transport agencies more readily identify the highest-risk vehicles coming back through the registration system, the NMVTRC has continued to develop its 'early warning system' to alert registration personnel and vehicle inspectors to the models of vehicle currently most targeted by professional thieves. The e-mail based alert filters monthly unrecovered vehicle data from police services in Victoria, New South Wales and the Northern Territory to identify hot targets by volume and flag distinct or special vehicles. Users can also drill down to a full list of all potentially suspicious vehicles by model and series. The system will be expanded as other police services are able to supply monthly data.

Significant progress was also made on refining the consistency with which the national WOVR policy operates between jurisdictions. A range of practical improvements to jurisdictions' forms and practices will be implemented over the next 12-24 months to simplify compliance and reporting arrangements.

6. DIER implemented an interim solution to ensure that Tasmania's stolen and written-off vehicle information is uploaded to NEVDIS in 2002.

Substantial progress was also made in developing a set of best practice principles for vehicle identity inspections, with consensus reached on a range of major issues, including:

- a new four-tier hierarchy for vehicle identity inspections which more clearly articulates the purpose of each level of inspection, related vehicle criteria and the basic competencies required of inspection personnel;
- processes to optimise police response to suspicious vehicles; and
- a risk management strategy relating to the:
  - security of inspection personnel;
  - application of exemptions and management of high-risk vehicles;
  - management of outsourced services; and
  - application of targeted/random inspections and computer safeguards.

### Improving consumer access to vehicle status information

Providing consumers and motor traders with information about a vehicle's registration history can significantly reduce the risk of them unwittingly buying a stolen vehicle. Professional thieves rely on being able to disguise a stolen vehicle's identity by altering or swapping its key identifiers. This is much more difficult if potential purchasers are able to easily determine the true status of those identifiers.

The finalisation of the terms on which participating agencies (transport, police and offices of fair trading) use NEVDIS will clear the way in 2005-2006 for key steps in delivering the NMVTRC's vision of a 'virtual one-stop shop' for vehicle status information on any vehicle registered in Australia.

Victoria's road management agency VicRoads implemented its Vehicle Information Package (VIP) in late 2004. The VIP enables consumers and motor traders to buy a vehicle status report over the internet covering information including written-off status (and type and severity of damage where applicable), stolen status, registration status (current, expired, suspended, cancelled), make, body type and year of manufacture, number of times transferred, garaging history by post code and security interest.

Similar services are expected to commence in Queensland and New South Wales in September 2005 and early 2006 respectively. The New South Wales system will also service the Northern Territory and Australian Capital Territory via bureau service arrangements with those jurisdictions.

### Vehicle and Component Identification

#### Secure compliance labels

The historically poor standard to which a vehicle's key identifiers are applied in the manufacturing process has greatly contributed to the ease with which thieves are able to disguise a stolen vehicle's true identity and make the detection of suspicious vehicles in the field by transport agencies and police (without applying complex forensic techniques) almost impossible.

The baseline in improved vehicle identification technology is a secure compliance label that is low-cost, highly resistant to tampering and easy to verify in the field as genuine by simple visual inspection.

**The NMVTRC continued to work with police and transport agencies this year to ensure that use of the microdot technology is built into their practices and systems.**



Disappointingly, the first label developed by a leading label manufacturer expressly to meet the NMVTRC's exacting technical specification failed the required standard for self-voiding and removal under heat when tested by the NMVTRC's nominated testing laboratory.

The NMVTRC is continuing to work with vehicle manufacturers and alternative suppliers to facilitate the development of labels that have the confidence of all parties to carry the highest levels of tamper and counterfeit resistance and yet are simple to verify as genuine in the field. Further products are expected to be ready for testing in the last quarter of 2005.

### Whole vehicle marking

The past year also saw the prestigious German marque, Audi, join the ranks of vehicle manufacturers leading the way in improved vehicle identification systems. In October 2004, Audi commenced applying VIN-based microdots to its newly released A6 and A8 range and extended the technology across its full range in August 2005.

This 'gold standard' technology is now being used by Audi, BMW, BMW Mini, Ford Performance Vehicles, HSV, Mitsubishi Ralliart, Porsche and Subaru. Sales of 'microdotted' vehicles will account for around 10 per cent of new vehicle sales in 2005.

The NMVTRC continued to work with police and transport agencies this year to ensure that use of the microdot technology is built into their practices and systems.

The NMVTRC's on-going evaluation of the technology's deterrent effects (based on the relative theft/recovery performance of marked BMW, HSV and Subaru vehicles against control groups of their non-marked predecessor models) continues to demonstrate significant improvements in theft performance for each of the three marques with reductions of between 65 and 92 per cent in the incidence of non-recovered stolen vehicles.

Australia's largest insurer, IAG, continues to use secure compliance labels and VIN-based microdots as critical elements in its industry-leading vehicle security rating system.

Subaru's use of the technology across its range was a key factor (along with the high-security keypad immobiliser system fitted to its high-performance Impreza WRX model) in the company winning the International Association of Auto Theft Investigators' Outstanding Achievement in Theft Reduction Award in March.

### Encouraging best practice in parts recycling

The trade in illicit parts is estimated to net criminals more than \$300 million<sup>7</sup> per annum and almost 60 per cent of parts recyclers report being approached at least once or twice a year by people seeking to trade suspect vehicles or parts.

In October 2004, after more than three years of extensive consultation with independent and affiliated parts recyclers, the motor trades, police, registration authorities, insurers and offices of fair trading across Australia, the National Parts Code became a reality. The voluntary Code, which is overseen by an independent incorporated association, seeks to promote good practice in inventory controls and practices to minimise the likelihood of stolen parts entering the legitimate industry.

While the NMVTRC agreed to underwrite the Code's administration costs for the first year, it will ultimately require a participation rate of between 15 and 20 per cent of recycling businesses nationally to meet the demand of insurers and other trade buyers and be self sustaining. Provided that such rates are achieved, the NMVTRC is confident that leading insurers will support the Code by requiring their approved vehicle repairers to source any used replacement parts from participating recyclers.

Leading insurer Allianz marked its solid support of the Code by announcing that from October 2005, National Parts Code participants will be given exclusive access to its statutory-write offs via national online auctions managed by leading auctioneers, Pickles Auctions.

### Improving investigative responses

The NMVTRC's second annual Police Investigation Managers' Forum was held in Sydney in late November 2004. The Forum brings together the senior police leading the fight against organised vehicle theft to review the prevailing trends in trans-national car crime and develop strategies for improving inter-agency collaboration and investigation outcomes. The forum also involved senior officers from the Australian Crime Commission, Australian Customs Service and the Department of Transport and Regional Services.

Arising from the forum, the NMVTRC and Australian Crime Commission developed a joint work program to, amongst other things:

- ensure that as criminal methodologies evolve and change, investigator training keeps up with and reflects these changes; and
- optimise the potential of agency post-operation assessments to disclose further crime-reduction opportunities.

### Applying a more forensic approach to analysing data

The continuing high number of stolen vehicles that appear to 'vanish' from our roads each year, never to be seen again in their original form, prompted the NMVTRC to review how theft data is analysed.

To try and develop answers to where these missing 18,000 vehicles are going, the NMVTRC examined the characteristics of the vehicles involved by vehicle type, age and value, insurance cover, financial interest, export potential and immobiliser presence.

While predicting the fate of non-recovered vehicles is necessarily speculative, the NMVTRC's estimates of the volumes likely to have been channelled via various criminal streams were largely viewed by stakeholders as being sound. From the NMVTRC's perspective, however, it clearly demonstrated that as much as our national data set has improved over the past six years, there remain significant gaps which hinder the collective ability of stakeholders to truly understand (and articulate) the 'fluid' dynamics of car crime.

In response, the NMVTRC intends to develop new forensic approaches to its data analysis task via the use of expert panels and increased levels of industry involvement.

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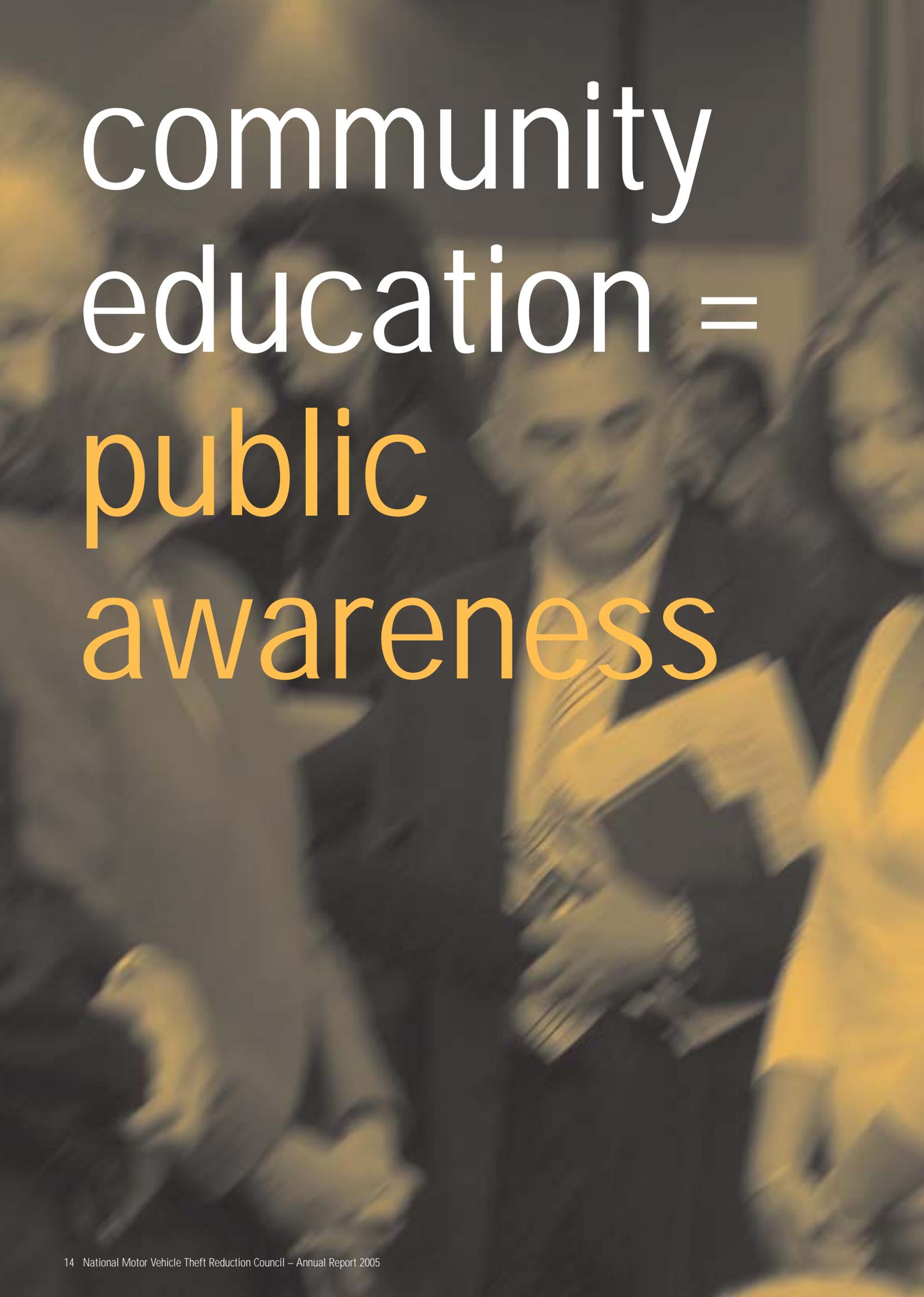


Despite this, 2004-2005 again saw the sophistication of the NMVTRC's data set develop with the addition of industry pricing and identification information from Glass' Information Services, one of Australia's leading providers of automotive intelligence products and services.

Glass' data contribution provides the NMVTRC with the ability to accurately value the nation's stolen vehicle fleet. Currently, passenger and light commercial vehicles to the value of \$1.5 million are stolen every day in Australia. Valuations, based on Glass's data, will be reported regularly in NMVTRC publications.

As well as benefiting from the formal publications, stakeholders continued to make extensive use of the NMVTRC's online data channels, Analyser and QuickStats, with around 4,000 self-framed data searches completed for the year.

7. Based on the book value of whole vehicles assessed to have been stolen to be broken down for parts. Estimated volume/value includes all possible distribution channels.



community  
education =  
public  
awareness

# Reducing the Volume of Vehicle Theft

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Development and implementation of cost-effective measures that:

- raise community awareness of key vehicle theft and security issues;
- significantly increase the security of older vehicles; and
- reduce the incidence of vehicle theft by young people.

## Youth

### *U-turn* young offender programs

Young people continue to be responsible for the overwhelming majority of vehicle thefts in Australia. While most young thieves will stop offending as soon as they are caught, or simply grow out of it, around 15 per cent develop entrenched habits and become high-rate recidivist offenders.

By their late teens some will have stolen hundreds of vehicles.

In October 2004, the southern Brisbane suburb of Slack's Creek became home to the third trial of the NMVTRC's young offender program, *U-turn*. Other programs also operate in Hobart (now under State government funding) and Perth.

Initial two-year trials have been co-funded by the Australian Government's Attorney-Generals' Department (AG AGD) and the NMVTRC. The *U-turn* program is operated by Mission Australia in Hobart and Perth under contract to local lead agencies: the Department of Police and Public Safety in Tasmania and the Department of Premier and Cabinet in Western Australia.

*U-turn* uses the fascination that most young offenders have with vehicles to help them to develop practical automotive repair skills that can lead to further vocational or educational opportunities. The program also provides:

- the opportunity to safely participate in go-karting or other motorsport activity as a substitute for the 'adrenalin rush' which motivates many to steal cars; and
- literacy, numeracy and life skills coaching to help participants develop the self-esteem and motivation to put some space between impulse and action when temptation arises.

The NMVTRC's objective in investing in the *U-turn* trials was to demonstrate that such programs work and are worthy of direct investment by governments and others. The on-going funding of the program by the Tasmanian Government and anticipated extension of the program in Perth under local funding are a great vote of confidence in the program model.

The Brisbane-based program operated by the YMCA under contract to the Queensland Police Service has delivered outstanding results in its first full year, characterised by sustained very high retention and graduation rates.

All three *U-turn* sites are being subjected to rigorous independent local and national evaluation to review the effectiveness of the program model and related service delivery and management arrangements. The national meta evaluation commissioned by the AG AGD is due to report in October 2005.

The NMVTRC's objective in investing in the *U-turn* trials was to demonstrate that such programs work and are worthy of direct investment by governments and others.

## Reducing the Volume of Vehicle Theft continued



With the assistance of Streetwize Communications and Village/Hoyts Cinemas, the NMVTRC's innovative *Ride of Your Life* animation again ran on Streetvision public screens and as part of school holiday programming in cinemas located in capital city 'theft hot spots'. The animation tells the story of three teenagers on a joy-ride and graphically depicts the life and legal consequences of becoming involved in car crime.

A further 11,000 copies of the successful *Spur of the Moment* comic – which is designed to encourage young people to openly examine the life and legal consequences of becoming involved in car crime – were distributed to schools and youth services around Australia.

### Immobilisers

Australia's national immobilisation rate increased to 48 per cent in 2005, with the NMVTRC's *Immobilise Now!* (IN!) program again providing motorists with access to Australian Standards approved engine immobilisers at a reduced price.

Unfortunately, this still leaves the nation with more than six million older vehicles that remain vulnerable to opportunist attack with even the most basic of tools, such as a coat hanger and screwdriver. Whilst the NMVTRC remains a strong advocate of Western Australia's compulsory retro-fitting laws, it accepts that in a period of sustained vehicle theft reduction it is less likely that state and territory governments will follow Western Australia's lead.

However, as in previous years, the NMVTRC's regular consumer surveys consistently indicate that six in ten motorists support the compulsory retro-fitting of older vehicles.

### Community communication initiatives

Community concern about having a car stolen has fallen by more than a quarter over the past five years to just 45 per cent<sup>8</sup> reflecting the significant drop in vehicle theft rates, however motorist apathy remains the car thief's greatest friend.

8. Car Theft Issues, April 2005, Nexus Research.



The year saw the NMVTRC introduce two major additions to its communications program to raise public awareness of vehicle security issues.

Australia's Most Wanted (AMW) aims to focus community attention on the prevailing targets of thieves and provides clear advice to vehicle owners and buyers about how to minimise their risk of falling victim. Major events held in capital cities around the nation and co-hosted by crime prevention ministers received excellent media coverage to tackle the hard held myths around vehicle theft like, 'It won't happen to me', 'no-one would steal my old bomb', or 'I'm insured so it doesn't matter'. Victims of vehicle theft were on hand at each event to tell their personal stories of the financial and social hardships that car crime caused them.

Operation Bounce Back (OBB) is the NMVTRC's partnership with local government in vehicle theft hot spots to promote awareness of vehicle security issues and help theft victims get on with life. Under the program fifteen local governments received grants packages to the value of \$35,000 to deliver education and awareness projects consistent with the NMVTRC's Community Guide for Tackling Vehicle Theft.

The NMVTRC's assessment of OBB is that the program provides an efficient and cost-effective channel for delivering key theft prevention messages to the community and is particularly effective in fostering stronger partnerships between local stakeholders. A new round of OBB grants will be offered to local governments nationally in the last quarter of 2005.

The NMVTRC's revamped CAR-SAFE website has also enhanced the organisation's communications capacity with a fresh new look that is easier to navigate for visitors and can be updated daily to ensure it carries up to the minute news and information.



# stakeholder involvement

# Performance Indicators

## Vehicle Theft in Comparable Developed Nations

Table 1. Rates of motor vehicle theft per 1,000 population in selected developed nations<sup>9</sup>

Japan	0.5
Germany	0.8
Belguim	2.4
Italy	4.0
Australia	4.1
USA	4.2
France	4.2
UK (England and Wales)	4.3
Canada	5.3

Of the eight comparable nations in the NMVTRC's league table of car theft four have higher rates per 1,000 population than Australia and four have lower. In 2000-2001 Australia had the second highest rates, after the UK.<sup>10</sup> (Note: Definitions of motor vehicle theft, recording methods and periods of measurement vary for each country.)

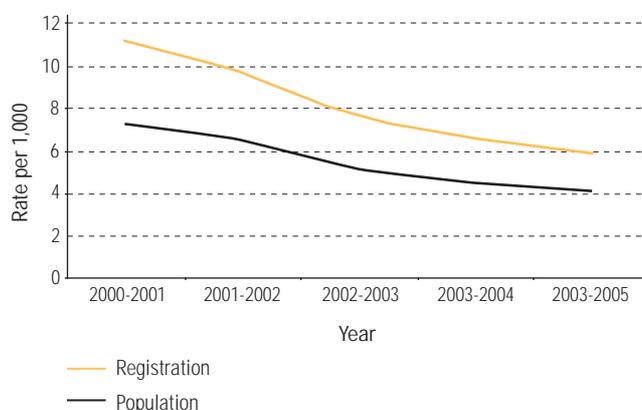
9. Statistics Canada (2004); UK Home Office (2005); FBI Uniform Crime Reports, USA (2004); Europol Report, France (2002); CARS Database, Australia (2005); Europol Report, Belgium (2004); UN Survey of Crime Trends and Operations of Criminal Justice Systems, Japan and Italy (2002); Federal Criminal Police Office Report, Germany (2003).

10. The international comparison table has been inverted this year to list nations with lowest rates first. This aligns with the NMVTRC's aspiration to reach the 'top of the table'.

### Reductions in Rates of Theft

Rates of vehicle theft are at their lowest level since 1978 which is as far back as reliable records are available. Significantly, rates have almost halved since 2000-2001, falling to just 4.1 thefts per 1,000 population and 5.8 per 1,000 vehicles in 2004-2005.

Figure 3: Rates of vehicle theft per 1,000 population and registrations



### Changes in the Incidence of Opportunistic and Professional Theft

The recovery or non-recovery of stolen vehicles provides a general distinction between opportunistic (recovered) and professional (non-recovered) theft. While the distinction is blurred in some cases – the recovery of a professionally stripped vehicle or the non-recovery of a car dumped in a waterway by joyriders for example – analysis of recovery rates do provide a high level indicator of broad theft motivations.

Recovery rates and the actual numbers of vehicles not recovered over the last five years demonstrate that the nation's largest theft reductions have predominantly been in opportunistically motivated incidents. For the last two years the recovery rate as a percentage of all stolen vehicles has fallen and the actual number of non-recoveries is trending back to 2001-2002 levels. (Note that the number of vehicles ultimately recovered for 2004-2005 will increase by up to 1,500 vehicles due to recoveries in the following counting period.)

Many felt that the independent nature of the NMVTRC was positive for ensuring that reforms progressed without an underlying agenda in the favour of all stakeholders.



Table 2. Theft and recovery

	2000-2001	2001-2002	2002-2003	2003-2004	2004-2005	2004-2005 Estimate
Number of thefts	139,284	124,823	101,700	88,958	82,837	-
Percentage of thefts recovered	85%	84%	83%	80%	75%	78% <sup>11</sup>
Number of thefts not recovered	20,307	19,622	17,469	17,816	20,401	18,900

### Analysis of References to the NMVTRC in the Media

The NMVTRC is widely recognised as the peak national body for 'expert comment' on vehicle theft and has featured in approximately 1,200 car theft related media items in 2004-2005. Many of the newspaper articles, interviews, editorials and in-depth analyses have been generated by the NMVTRC's publicity activities.

While the NMVTRC's newsletters and press releases continued to generate regular media interest, the NMVTRC's AMW media events and OBB local publicity campaigns provided a particularly strong focus for attention in 2004-2005.

Examples of media utilised throughout 2004-2005 include:

- local, state and national newspapers (including The Australian and all state based major daily newspapers);
- internet based news sources such as abc.net.au, autoweb.com.au and Go Auto e-News;

- television news;
- state, territory and regional based radio;
- state based motoring association publications such as Open Road and Royal Auto;
- national motor trade publications such as Workshop Manager and Car Audio Retailer;
- automotive industry publications such as Glass's Automotive Intelligence's Black and White Data Book and Australia Auto Intelligence quarterly and annual reports; and
- a range of internal stakeholders' publications.

11. Recovered = Recovered to end of June 2005. Some vehicles stolen in 2004-2005 will be recovered in 2005-2006 and the final rate is expected to rise to around 78 per cent.

### The Cost of Motor Vehicle Theft

When vehicles are stolen the potential costs incurred by victims can vary significantly. Direct costs will be determined by factors such as the type and age of the vehicle, whether it is recovered or not, and the extent of damage and loss of contents. Victims also incur what can be termed 'personal costs' such as time lost due to disruption or re-arrangement of their affairs, securing alternate transport, and lost business opportunities where a commercial vehicle is involved. Direct and personal costs are also often transferred to the broader community through the insurance process and the damage and personal injury that can flow from stolen vehicle accidents.

The total cost of vehicle theft is dependent on the range of cost factors that are taken into account when developing the costing models. The NMVTRC estimates that total cost of vehicle theft for 2004-2005 fell between \$516 million and \$987<sup>12</sup> million where the lower amount represents a very conservative estimate of personal costs. These cost estimates do not include the very large community costs associated with police investigation, courts and corrections.

### Stakeholder Determined Performance Indicators

Fifty senior representatives of the NMVTRC's stakeholder organisations were interviewed by Quantum Market Research in July and August 2005 as part of the review of the NMVTRC. The review was undertaken in accordance with the inter-government/insurance industry agreement under which the NMVTRC operates. Stakeholder perceptions were collated by Quantum as part of this process.

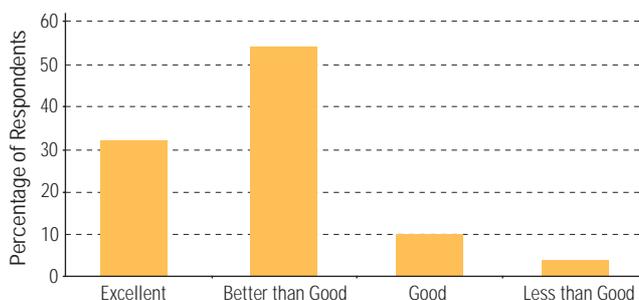
The NMVTRC's interaction with its stakeholders includes face to face meetings, teleconferences, workshops, informal daily interaction, the media and the NMVTRC's own range of publications.

### Program Coordination and Consultation

Ninety-six per cent of surveyed stakeholders rated the NMVTRC's program co-ordination and consultations positively with 86 per cent considering them to be 'excellent' or 'better than good'.

Some stakeholders noted the ability of the NMVTRC to bring together different industry sectors and organisations, and its range of methods for conveying information to ensure that all stakeholders are reached.

Figure 4. Stakeholder rating of the NMVTRC's stakeholder consultations



Source: Quantum Market Research, NMVTRC Stakeholder Perceptions, August 2005.

12. Benefits of Theft Reform, MM Starrs Pty Ltd, NMVTRC 2005.

Rates of vehicle theft are at their lowest level since 1978 which is as far back as reliable records are available. Significantly, rates have almost halved since 2000-2001, falling to just 4.1 thefts per 1,000 population and 5.8 per 1,000 vehicles in 2004-2005.



**Publications**

All stakeholders rated the quality of the NMVTRC's publications positively with 84 per cent rating them as 'better than good' or 'excellent'. Overall, stakeholders noted that the NMVTRC's newsletters were ideal in length, informative, easily understood and professionally presented.

**Influence on Reforms**

The NMVTRC is mostly perceived by stakeholders as having had a positive influence on vehicle theft reforms. More than one-third of stakeholders stated that the NMVTRC had had a 'major positive impact' while a further 46 per cent also rated its influence as positive but minor.

Many felt that the independent nature of the NMVTRC was positive for ensuring that reforms progressed without an underlying agenda in the favour of all stakeholders. It was commonly held that the existence of the NMVTRC ensured that reforms were progressed as quickly and effectively as possible.



One stakeholder summed up the common understanding that: *"...Motor vehicle crime is a huge problem that crosses boundaries and borders... the NMVTRC plays an important role in keeping an eye on the bigger picture..."*

Figure 5. Stakeholder rating of the NMVTRC's influence on reforms



Source: Quantum Market Research, NMVTRC Stakeholder Perceptions, August 2005.



positive  
influence =  
reform

# Financial Statements

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# Statement of Financial Performance

For the year ended 30 June 2005

	Notes	2005 \$	2004 \$
Revenue from ordinary activities		2,306,556	2,291,396
Employee expense		(416,536)	(365,082)
Depreciation and amortisation expenses	2	(21,437)	(17,840)
Communications and marketing		(158,571)	(191,579)
CARS		(369,277)	(325,009)
Industry initiatives and export		(227,982)	(44,954)
Information exchange		(32,906)	(153,026)
Police response and Victim case studies		(42,118)	(26,011)
Public education		(645,909)	(98,163)
Sitting fee		(30,000)	(30,000)
Vehicle ID systems		(16,018)	(11,692)
Youth programs		(518,610)	(401,540)
Other expenses from ordinary activities		(96,162)	(118,741)
<b>Surplus from ordinary activities</b>		<b>(268,970)</b>	<b>507,759</b>
<b>Total changes in equity other than those resulting from transactions with owners as owners</b>		<b>(268,970)</b>	<b>507,759</b>

# Statement of Financial Position

As at 30 June 2005

	Notes	2005 \$	2004 \$
<b>Current assets</b>			
Cash assets	3	1,323,099	1,212,699
Receivables	4	27,334	247,500
Prepayments and bonds		23,047	22,272
<b>Total current assets</b>		<b>1,373,480</b>	<b>1,482,471</b>
<b>Non-current assets</b>			
Property, plant and equipment	5	25,745	46,785
<b>Total non-current assets</b>		<b>25,745</b>	<b>46,785</b>
<b>Total assets</b>		<b>1,399,225</b>	<b>1,529,256</b>
<b>Current liabilities</b>			
Payables	6	131,757	28,385
Provisions		77,144	41,576
<b>Total current liabilities</b>		<b>208,901</b>	<b>69,961</b>
<b>Total liabilities</b>		<b>208,901</b>	<b>69,961</b>
<b>Net assets</b>		<b>1,190,324</b>	<b>1,459,295</b>
<b>Equity</b>			
Retained surpluses	8	1,190,324	1,459,294
<b>Total equity</b>		<b>1,190,324</b>	<b>1,459,294</b>

# Statement of Cash Flows

For the year ended 30 June 2005

	Notes	2005 \$	2004 \$
<b>Cash flow from operating activities</b>			
Refunds and reimbursements		34,956	-
Grants received		2,250,000	2,250,000
Payments to suppliers and employees		(2,230,578)	(2,002,771)
Interest received		56,420	41,396
Net cash provided by operating activities	10 (b)	110,798	288,625
<b>Cash flow from investing activities</b>			
Payment for property, plant and equipment		(398)	(51,835)
Net cash used in investing activities		(398)	(51,835)
Net increase in cash held		110,400	236,790
Cash at beginning of financial year		1,212,699	975,909
Cash at end of financial year	10 (a)	1,323,099	1,212,699

# Notes to the Financial Statements

For the year ended 30 June 2005

## Note 1. Statement of Significant Accounting Policies

The financial report is a general purpose financial report that has been prepared in accordance with Australian Accounting Standards, Urgent Issues Group Consensus Views and other authoritative pronouncements of the Australian Accounting Standards Board and the requirements of the Associations Incorporation Act of Victoria.

The financial report is for the entity National Motor Vehicle Theft Reduction Council Inc. as an individual entity. National Motor Vehicle Theft Reduction Council Inc. is an association incorporated in Victoria under the Associations Incorporations Act 1981.

The financial report has been prepared on an accruals basis and is based on historical costs. It does not take into account changing money values or, except where stated, current valuations of non-current assets. Cost is based on the fair values of the consideration given in exchange for assets.

The following is a summary of the material accounting policies adopted by the association in the preparation of the financial report. The accounting policies have been consistently applied, unless otherwise stated.

### (a) Income tax

No provision for income tax has been raised as the association is exempt from income tax under Division 50 of the Income Tax Assessment Act 1997.

### (b) Property, plant and equipment

Each class of property plant and equipment is carried at cost or fair value less, where applicable, any accumulated depreciation.

#### Plant and equipment

Plant and equipment are measured on the cost basis.

The carrying amount of plant and equipment is reviewed annually by the association to ensure it is not in excess of the recoverable amount of those assets. The recoverable amount is assessed on the basis of the expected net cash flows which will be received from the assets' employment and subsequent disposal. The expected net cash flows have not been discounted to their present values in determining recoverable amounts.

#### Depreciation

The depreciable amount of all fixed assets costing greater than \$1,000 are depreciated over the useful lives of the assets to the association commencing from the time the asset was held ready for use. Leasehold improvements are amortised over the shorter of either the unexpired period of the lease or the estimated useful lives of the improvements. Assets costing less than \$1,000 are depreciated over 12 months, commencing from the time the asset was held ready for use.

The depreciation rates and useful lives used for each class of depreciable assets are:

Class of fixed asset	Depreciation rates/useful lives	Depreciation basis
Office equipment	3 years	Straight line
Furniture, fixtures and fittings	3 years	Straight line
Computer equipment	3 years	Straight line

### (c) Employee benefits

Provision is made for the association's liability for employee benefits arising from services rendered by employees to balance date. Employee benefits expected to be settled within one year together with benefits arising from wages and salaries, annual leave and sick leave which will be settled after one year, have been measured at the amounts expected to be paid when the liability is settled plus related on-costs. Other employee benefits payable later than one year have been measured at the present value of the estimated future cash outflows to be made for those benefits.

Contributions are made by the association to an employee superannuation fund and are charged as expenses when incurred.

### (d) Cash

For the purposes of the Statement of Cash Flows, cash includes cash on hand, at banks and on deposit.

### (e) Revenue

Interest revenue is recognised when earned.

Grant revenue is recognised when the right to receive the revenue has been established.

All revenue is stated net of the amount of goods and services tax (GST).

# Notes to the Financial Statements continued

For the year ended 30 June 2005

## (f) Goods and Services Tax (GST)

Revenues, expenses and assets are recognised net of the amount of GST, except where the amount of GST incurred is not recoverable from the Australian Taxation Office. In these circumstances the GST is recognised as part of the cost of acquisition of the asset or as part of an item of expense. Receivables and payables in the Statement of Financial Position are shown inclusive of GST.

	2005 \$	2004 \$
--	------------	------------

## Note 2. Surplus from Ordinary Activities

Surplus (losses) from ordinary activities has been determined after:

### (a) Expenses:

Depreciation of non-current assets		
- Office equipment	21,437	17,840

Remuneration of the auditors for:		
- audit or review services	1,800	2,300

Net loss on disposal of non-current assets		
- Property, plant and equipment	-	8,662

### (b) Significant revenues and expenses:

Grants received	2,250,000	2,250,000
-----------------	-----------	-----------

## Note 3. Cash Assets

Cash on hand	43	200
Cash at bank	1,323,056	1,212,499
	1,323,099	1,212,699

## Note 4: Receivables

Current

Trade debtors	-	247,500
---------------	---	---------

Other debtors and GST credits	27,334	-
	27,334	247,500

	Notes	2005 \$	2004 \$
<b>Note 5. Property, Plant and Equipment</b>			
Plant and equipment			
(a) Plant and equipment			
(b) Office equipment			
At cost			
		43,193	42,936
Less accumulated depreciation			
		(30,771)	(18,744)
		12,422	24,192
(c) Furniture, fixtures and fittings			
At cost			
		27,354	27,353
Less accumulated depreciation			
		(14,031)	(4,760)
		13,323	22,593
Total property, plant and equipment			
		25,745	46,785
<b>Note 6. Payables</b>			
Current			
Unsecured liabilities			
Trade creditors			
		131,757	10,835
Sundry creditors and GST accruals			
		-	17,550
		131,757	28,385
<b>Note 7. Provisions</b>			
Current			
Employee benefits			
	(a)	77,144	41,576
(a) Aggregate employee benefits liability			
		77,144	41,576
(b) Number of employees at year end			
		4	4
<b>Note 8. Retained Profits</b>			
Retained profits at the beginning of the financial year			
		1,459,294	951,536
Net profit (loss) attributable to members of the entity			
		(268,970)	507,758
Retained profits at the end of the financial year			
		1,190,324	1,459,294
<b>Note 9. Contingent Liabilities and Assets</b>			
Contingent Liabilities			
Estimates of the maximum amounts of contingent liabilities that may become payable:			
Program Commitments continuing from 2004			
Youth program – <i>U-Turn</i> Program in Tasmania, WA and QLD			
		126,000	417,000
Parts Code of Practice			
		134,000	350,000
<i>Immobilise Now, Operation Bounce Back and Australia Most Wanted</i> programs			
		-	739,000
		260,000	1,506,000
Program Commitments continuing from 2005			
Bounce Back Program			
		163,000	-
Vehicle ID Infrastructure Program			
		250,000	-
		413,000	-
		673,000	1,506,000

# Notes to the Financial Statements continued

For the year ended 30 June 2005

	2005 \$	2004 \$
<b>Note 10. Cash Flow Information</b>		
(a) Reconciliation of cash		
Cash at the end of the financial year as shown in the Statement of Cash Flows is reconciled to the related items in the statement of financial position as follows:		
Cash on hand	43	200
Cash at bank	1,323,056	1,212,499
	<u>1,323,099</u>	<u>1,212,699</u>
(b) Reconciliation of cash flow from operations with surplus from ordinary activities after income tax		
Surplus (Deficit) from ordinary activities after income tax	(268,970)	507,759
Non-cash flows in profit from ordinary activities		
Depreciation	21,437	17,840
Net (gain)/loss on disposal of property, plant and equipment	-	8,662
Manual adjustment	(44,885)	-
Changes in assets and liabilities		
(Increase)/decrease in receivables	247,500	(247,500)
Increase in other assets	(775)	(580)
increase/(decrease) in payables	120,923	(2,062)
Increase in provisions	35,568	4,505
Cash flows from operations	<u>110,798</u>	<u>288,624</u>

## Note 11: Association Details

The principal place of business of the association is:  
National Motor Vehicle Theft Reduction Council Inc.  
Suite 1, 50-52 Howard Street  
North Melbourne Victoria 3051

## Statement by Members of the Committee

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In the opinion of the committee the financial report as set out on pages 20 to 26:

1. Presents a true and fair view of the financial position of National Motor Vehicle Theft Reduction Council Inc. as at Thursday, 30 June 2005 and its performance for the financial year ended on that date in accordance with the Australian Accounting Standards and other mandatory professional reporting requirements and other authoritative pronouncements of the Australian Accounting Standards Board.
2. At the date of this statement, there are reasonable grounds to believe that National Motor Vehicle Theft Reduction Council Inc. will be able to pay its debts as and when they fall due.

This statement is made in accordance with a resolution of the committee and is signed for and on behalf of the Committee by:



Ray Rawlings



David Morgan

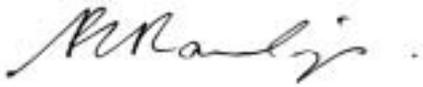
Dated this 16th day of September 2005

## Certificate by Member of the Committee

---

I, Ray Rawlings of 50-52 Howard Street, North Melbourne, Victoria 3051, and I, David Morgan of 50-52 Howard Street, North Melbourne, Victoria 3051 certify that:

- (a) We are members of the committee of National Motor Vehicle Theft Reduction Council Inc.
- (b) We attended the annual general meeting of the association held on 16 September 2005.
- (c) We are authorised by the attached resolution of the committee to sign this certificate.
- (d) This annual statement was submitted to the members of the association at its annual general meeting.



Ray Rawlings  
Committee Member



David Morgan  
Committee Member

Dated this 16th day of September 2005

# Independent Audit Report

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To the Members of NMVTRC Inc.

## Scope

We have audited the financial report, being a special purpose financial report, of National Motor Vehicle Theft Reduction Council Incorporated for the year ended 30 June 2005 being the Statement of Financial Performance, Statement of Financial Position, Statement of Cash Flows and Notes to and forming part of the Financial Statements. The Committee is responsible for the financial report and has determined that the accounting policies used and described in Note 1 to the financial statements which form part of the financial report are appropriate to meet the requirements of the Associations Incorporation Act Victoria and the needs of the members. We have conducted an independent audit of this financial report in order to express an opinion on it to the members of National Motor Vehicle Theft Reduction Council Incorporated. No opinion is expressed as to whether the accounting policies used are appropriate to the needs of the members.

The financial report has been prepared for the purpose of fulfilling the requirements of the Associations Incorporation Act Victoria. We disclaim any assumption of responsibility for any reliance on this report or on the financial report to which it relates to any person other than the members, or for any purpose other than that for which it was prepared.

Our audit has been conducted in accordance with Australian Auditing Standards. Our procedures included examination, on a test basis, of evidence supporting the amounts and other disclosures in the financial report and the evaluation of significant accounting estimates. These procedures have been undertaken to form an opinion whether, in all material respects, the financial report is presented fairly in accordance with the accounting policies described in Note 1 so as to present a view which is consistent with our understanding of the council's financial position, and performance as represented by the results of its operations and its cash flows. These policies do not require the application of all Accounting Standards and other mandatory professional reporting requirements in Australia.

The audit opinion expressed in this report has been formed on the above basis.

## Audit Opinion

In our opinion, the financial report presents fairly in accordance with the accounting policies described in Note 1 to the financial statements, the financial position of National Motor Vehicle Theft Reduction Council Incorporated as at 30 June 2005 and the results of its operations and its cash flows for the financial year then ended.



Geoffrey B. Johnson  
Chartered Accountant  
Of Rucker Mackenzie Pty Ltd

13 September 2005

Suite 12, 602 Whitehorse Road  
Mitcham, Victoria 3132

## Appendix 1: State and territory summary

	ACT	NSW	NT	QLD	SA	TAS	VIC	WA
Thefts	1,625	30,778	617	11,699	9,686	1,829	18,672	7,931
Percentage change over 2004-2005	-27	-8	-22	-5	6	1	-8	-12
Percentage of thefts recovered*	79	72	82	79	84	93	75	69
Thefts per 1,000 persons	5.0	4.6	5.6	4.1	8.4	4.7	4.9	5.1
Thefts per 1,000 registrations	7.4	7.4	3.1	3.0	6.3	3.8	3.7	4.0
Best Practice WOVOR	Yes							
Connected to NEVDIS	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Immobiliser program	Voluntary	Compulsory						
Local theft reduction committee		Yes	Yes		Yes		Yes	Yes
Youth intervention program	Other	Other		U-turn	Other	U-turn	Other	U-turn

\*Stolen and recovered in 2004-2005.

## Appendix 2: Publications 2004-2005

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### Reports

*Survey of Theft Victims, Tasmania*

*Snapshot of Driver Perceptions*

*Dealer Hit for Six: A Multiple Theft Case Study*

*Evaluating the Theft Deterrence of VIN-based Microdots*

### Stakeholder Communications

*About NMVTRC, brochure*

*Theft Watch, quarterly statistical newsletter*

*Theft Torque, quarterly issues newsletter*

*Theft Matters, fact sheets*

*Express, bi-monthly communications newsletter*

*Installer News, bi-monthly newsletter for CAR-SAFE installer network*

*Strategic Plan 2004*

*Annual Report 2003-2004*

*Tackling Vehicle Theft: A Guide for Local Communities*

*Code of Practice Information Bulletin and FAQs*

*Media Releases (22, various issues)*

### Consumer Information

*Buying a Used Vehicle, information brochure*

*Car Immobilisers, information brochure*

*Vehicle Theft With Force, information brochure*

*Car Safe Tips, information brochure (available in six languages)*

*Car Safe Tips Fact Sheets, multi-lingual fact sheets (available in six languages)*

## Appendix 3: Councillors Meeting Attendance

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Council Member	Number of meetings attended (maximum 4)
Mr David Morgan Independent Chairman	4
Mr Mark Borlace Australian Automobile Association	4
Mr Robert McDonald Insurance Council of Australia	3
Mr Dick Adams Australasian Police Ministers' Council	2
Dr Dianne Heriot Australian Government Agencies	4
Mr Bernie Marshall Crime Prevention Ministerial Forum	1
Mr Derek Prout Crime Prevention Ministerial Forum (as alternate for Mr Marshall)	1
Mr Mark McBurney Crime Prevention Ministerial Forum (replacement for Mr Marshall)	2
Mr Tony Selmes Motor Trades Association of Australia	3
Mr Gunther Jurkschat Motor Trades Association of Australia (as alternate for Mr Selmes)	1
Mr Keith Seyer Federal Chamber of Automotive Industries	2
Mr Ray Rawlings Austroads	4

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ISBN 1 876 704 330