



**NATIONAL MOTOR VEHICLE  
THEFT REDUCTION COUNCIL**

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# **DRIVING DOWN VEHICLE THEFT**

**4 YEAR STRATEGIC PLAN**  
(INCORPORATING THE 1999/2000 BUSINESS PLAN)



NATIONAL MOTOR VEHICLE  
THEFT REDUCTION COUNCIL

# REPRESENTED ORGANISATIONS

National Anti-Crime Strategy

Insurance Council of Australia Ltd

Federal Chamber of Automotive Industries

Australasian Police Ministers' Council

Australian Automobile Association

Austroads

Motor Trades Association of Australia

Commonwealth Law-Enforcement  
Coordination Division



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# Foreword



State and Territory Governments have responsibility for crime prevention and the management of the criminal justice systems within their jurisdictions. The National Anti-Crime Strategy was established in recognition of the need to coordinate a comprehensive and effective response to problems of crime across Australia. The Strategy aims to establish best practice standards in crime prevention and enhance cross jurisdictional approaches to common crime issues.

The National Anti-Crime Strategy's strategic approach includes the principles and agreed structure for cooperation between jurisdictions, and between jurisdictions and the Commonwealth Government, and identifying potential areas for joint crime prevention initiatives.

One of these joint initiatives was the establishment of the National Motor Vehicle Theft Task Force. The Task Force brought together key government agencies and major industry stakeholders to recommend on effective measures to combat this serious crime problem. In taking this approach, Lead Ministers of the National Anti-Crime Strategy were aware

that motor vehicle theft crosses jurisdictional boundaries, and so it was important that all States and Territories collaborated in this work.

The Lead Ministers of the National Anti-Crime Strategy have adopted the Task Force recommendations and with the support of the insurance industry, through the Insurance Council of Australia Ltd., have established the National Motor Vehicle Theft Reduction Council.

The Council's four year strategic plan is aimed at facilitating cooperation between all stakeholder groups in order to implement the identified strategies and deliver a sustainable reduction in the level of motor vehicle theft across the country.

This initiative represents another significant step forward in the prevention of crime in Australia, particularly by reducing the impact of motor vehicle theft on the community.

## **K Trevor Griffin**

Attorney General for South Australia  
Chair, National Anti-Crime Strategy

# Message from the Chairman



This strategic plan has been designed to guide the National Motor Vehicle Theft Reduction Council's implementation of a Vehicle Theft Reduction Plan that contains the recommendations of the National Motor Vehicle Theft Task Force Report of September 1997.

As the Chairman of the original Task Force I am pleased that the State, Territory and Commonwealth governments, together with the insurance industry have seen sufficient merit in the work of the Task Force to commit to taking its recommendations forward.

In accepting responsibility to implement this plan, the Council is acutely aware that the task of reducing a major social and economic problem such as motor vehicle theft is not an easy one. We are also

aware that we rely heavily on the cooperation and commitment of our major stakeholder groups who are faced with their own competing priorities and operational goals.

Therefore, reflected throughout this document is the Council's very strong emphasis on communication, consultation, research and evaluation. Through these processes, we aim to demonstrate that substantial reductions in motor vehicle theft are not only achievable, but will also return many economic and social benefits to the Australian community.

**Leon Daphne**  
Chairman



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# BACKGROUND

The National Motor Vehicle Theft Task Force recognised that although many worthwhile efforts had preceded its work, and many theft reduction strategies had been devised, it had been difficult to progress these efforts to implementation. The National Motor Vehicle Theft Reduction Council has been established to overcome many of the barriers to implementation that arise from the competing priorities within major stakeholder groups.

The Council should not be viewed as a body that will impose changes on stakeholders. Rather, the stakeholders form the Council and the theft reduction work is being carried out by stakeholders for the benefit of the wider community.

This strategic plan is presented in an environment which is currently characterised by cooperation and commitment to motor vehicle theft reduction. The plan seeks to build on the many positive aspects of existing initiatives as well as facilitating progress in areas that need further development.

The key stakeholder groups represented on the Council consist of:

- An independent Chair.
- All Australian governments through the National Anti-Crime Strategy Lead Ministers.
- The insurance industry through the Insurance Council of Australia Ltd.
- All police services through the Australasian Police Ministers' Council.
- Vehicle registration bodies through Austroads.
- Vehicle manufacturers through the Federal Chamber of Automotive Industries.
- All motoring service organisations through the Australian Automobile Association.
- The retail motor trades through the Motor Trades Association of Australia.
- All relevant Commonwealth agencies through the Office of Law Enforcement Coordination – Commonwealth Attorney General's Department.

The Council's five-year term commenced on 1 July, 1998. Most of the first year was occupied by the negotiation of the agreement underpinning the Council's establishment and the subsequent administrative arrangements leading to the commencement of its operations on 24 February, 1999. An interim business plan was prepared for the final quarter of 1998/99.

This plan therefore represents the strategic direction for the Council's remaining four years and incorporates the first full year business plan.



# STRATEGIC PLAN

## Vision

The Vision of the National Motor Vehicle Theft Reduction Council is to:

***Contribute to Australia's economic and social well being by delivering sustainable reductions in the national level of motor vehicle theft and achieving one of the lowest theft levels of any comparative industrialised country over the next decade.***

## Mission

In order to achieve this vision the Council has adopted the following Mission:

***Facilitate cooperation between industry, government and community stakeholders to implement effective motor vehicle theft prevention strategies, including the relevant recommendations of the National Motor Vehicle Theft Task Force Report of September, 1997.***

## Philosophy

The Council has been established by a Memorandum of Understanding between the Ministers of the National Anti-Crime Strategy and the insurance industry. Its operating processes are based on sustaining the goodwill and cooperation that characterised the work of the National Motor Vehicle Theft Task Force and the negotiations that followed it.

To achieve its mission the Council must engage and maintain the commitment of all key stakeholder groups. It will do this by developing common goals through the promotion of the major economic and social benefits of reduced motor vehicle theft. The Council will derive its influence from establishing credibility through the quality of its proposals.

Communication, consultation and negotiation are the hallmarks of the Council's operating philosophy.





# Strategic Goals

The successful achievement of motor vehicle theft reduction can be broadly categorised into three major strategic goals. The first two are designed to address the two identified broad categories of motor vehicle theft: professional and opportunistic. The third goal is the delivery of an effective implementation mechanism for the proposed strategies.

**A** reduction in the level of professional theft through reducing the economic incentives of dealing in stolen vehicles and parts and improved deterrence through an increased likelihood of detection.

*The objectives of this goal are:*

1. Improving the effectiveness of national information exchange.
2. Improving the identification of motor vehicles and their parts.
3. Enhancing police and insurance investigation.
4. Initiating appropriate legislative responses.

**B** reduction in opportunistic theft through increased target hardening and diversion of young offenders from criminal activity.

*The objectives of this goal are:*

1. Applying effective security devices to new and existing vehicles.
2. Promoting effective security practices to motor vehicle related industry groups and the general community.
3. Identifying and addressing those factors which lead young people into offending lifestyles.

**C** Provision of an effective mechanism to facilitate the necessary cooperation between industry, government and community stakeholders to implement the National Motor Vehicle Theft Reduction Plan over a five year period.

*The objectives of this goal are:*

1. Effective operation of a Council that represents key stakeholder groups supported by professional administration services.
2. Provision of high level monitoring and evaluation processes.
3. Provision of a comprehensive communication and marketing strategy.
4. A sharp focus on measurable outcomes.



# Performance Measures

Over the four year period of this plan the key performance measure for the Council will be a sustainable reduction in the national level of motor vehicle theft.

While moving towards this outcome, the Council faces a major challenge in measuring its short-term effectiveness. The first year of operation for the Council is characterised by objectives which set in place the foundation for achieving the desired outcomes in subsequent years. While the Council's performance in the first year will primarily be measured in terms of outputs there are a range of performance measures that will be used over the Council's full term.

## Performance measures include:

- Direct achievement of objectives, including adoption of strategies by stakeholders, organisational changes being made and ultimately, decreases in national theft rates against existing benchmarks.
- Benchmarking against motor vehicle theft trends in other similarly developed countries such as Canada, USA and the European Community.
- Perceptions of performance by stakeholders including the insurance and motor vehicle industries, government agencies and the community.
- Effectiveness of Council processes including meeting specified project time-lines, outcomes and budgets.

Council activities also have the potential to lead to unintended consequences for stakeholders and the general community. To ensure the Council avoids any negative impact on stakeholders, the following performance measures are included:

- That all strategies and proposals for change confer a net benefit on the community.
- All objectives are met without unduly restricting stakeholders' business by the way in which the objectives are achieved.
- That all consultation processes are accessible and responsive to government, business and the community.
- That minority and special interest groups are consulted and considered in the change process.

The development of specific performance indicators is in itself an objective of the first year business plan. Most indicators will rely upon the provision of data from others, particularly motor vehicle theft data which must be obtained from individual jurisdictions and industry organisations. In many cases particular strategies will be carried out by others and it may take some time before the impact of these strategies can be measured.

It is proposed that all possible performance indicators will be assessed for practicality and relevance and that relevant targets be established as baseline data becomes available.



# Budget

The Council's budget for the five year period is specified in the Memorandum of Understanding and is made up of grants from the states and territories and the insurance industry through the Insurance Council of Australia Ltd.



Total budget available to the Council.

Funding Source	98/99 Year 1	99/2000 Year 2	2000/2004 Year 3-5 pa	Total
States & Territories	538,594	863,437	1,125,000	4,777,031
Insurance Industry	538,594	863,438	1,125,000	4,777,032
<b>Total</b>	<b>1,077,188</b>	<b>1,726,875</b>	<b>2,250,000</b>	<b>9,554,063</b>

Funding has been applied over the funding period as follows:

Operating Budget	134,779	326,360	* 506,250	
Program Budget	64,000	** 1,567,300	** 1,980,958	
<b>Total</b>	<b>198,779</b>	<b>1,893,660</b>	<b>2,487,208</b>	<b>9,554,063</b>

## Budget Notes:

\* Where the actual operating budget is less than the allocation in the Memorandum of Understanding the surplus will be applied to the program budget.

\*\* Due to the short period of operation in 1998/99 a budget surplus of \$902,990 is carried forward as a \$200,000 allocation for years two to five to fund the Comprehensive Auto-Theft Research System and the balance applied to the year two program budget. The full year two budget appears at Appendix 1.



# Risk Assessment

## Maintaining Stakeholder Commitment

Like many crime issues, motor vehicle theft attracts attention in periodic cycles. Maintaining the involvement of the key stakeholders to ensure continued application of time, energy and resources to motor vehicle theft reduction strategies will be a key challenge. The Council must therefore offer value to each of its participating partners as well as the broader general community.

## Maintaining the Long-term view

Achieving long-term, sustainable reductions in motor vehicle theft requires commitment to long-term strategies. There are no quick fixes. The Task Force has estimated that five years is the minimum period required to introduce many of the strategies, structural changes, and technical solutions needed to reduce motor vehicle theft. The major benefits from these changes will not be seen until some time after the life of the Council.

## Demonstrating Positive Outcomes

A particular challenge will be to demonstrate positive outcomes through periods of fluctuating crime rates when many factors external to the Council will impact on the level of motor vehicle theft in a particular year. Because of these external factors, many of the Council's short-term outcomes need to be expressed in terms of strategies being adopted, organisational changes being made, and a continuing commitment to sustainable reductions in motor vehicle theft.

## Minimising the Risks

Strategies that will be adopted to reduce the risks to the Council will include:

- Developing an understanding of the key stakeholder perspectives and seeking their participation in any change process.
- Utilising research and cost benefit analysis to underpin the decision making process.
- Promoting innovation and best practice.
- Adopting a net community benefit approach when assessing competing interests.
- Establishing a relevant and visible presence in each jurisdiction.
- Becoming the authoritative body on motor vehicle theft prevention.
- Ensuring effective communication to stakeholders of the short and long-term benefits of Council objectives.

# Evaluation

## Data Collection

The collection and analysis of comprehensive and timely motor vehicle theft data is a pre-requisite to effective strategy development and evaluation of outcomes.

The data collection system needs to be able to identify the changes in motor vehicle theft patterns that emerge as a result of changes to organisational practices and any changes in the community response to motor vehicle theft. It should also identify any geographic shifts in theft patterns as a result of differences in jurisdictional initiatives.

Council objectives in respect to the provision of its data requirements include:

- Negotiation of stakeholder agreements to provide relevant data in a timely and cost effective fashion.
- Provision of financial resources to support a data collection and analysis process.
- Developing a framework that provides open and equitable access to Council information while meeting data providers' confidentiality requirements.

## Evaluation

The evaluation objectives of the Council fall into two distinct areas: Impact Evaluation and Process Evaluation.

Impact evaluation of the various theft prevention strategies implemented by the Council and its stakeholders will draw upon the data sets obtained through the data collection process as well as utilising a range of qualitative research methods.

Council objectives in respect to the impact evaluation of individual strategies include:

- Strategically targeted evaluation projects to ensure a value added component to individual strategies.
- Offering evaluation projects to a range of service providers to ensure cost effective service delivery.

Process evaluation relates to the Council's overall performance. A requirement of the establishing Memorandum of Understanding is that the Council, during its last year of operation, shall present an independent evaluation of its operations and performance in fulfilling its terms of reference. This evaluation will be based on the aims of the motor vehicle theft reduction strategies and will include recommendations for the future.

The framework of specific performance measures and indicators that will be developed during this year will provide a basis for the Council's on-going and final evaluation.

# Corporate Services

## Secretariat

The Council is serviced by a secretariat consisting of an Executive Director, Project Manager, Administration Officer and Research Assistant.

The role of the secretariat is to:

- Initiate motor vehicle theft reduction strategies and research projects that are consistent with Council objectives.
- Develop and maintain effective working relationships with key stakeholder groups.
- Monitor and report to Council on stakeholder progress towards achieving agreed motor vehicle theft reduction objectives.
- Provide the Council with all administration, business planning, financial accountability and reporting requirements.

## Customer Service Commitment

In keeping with the Council's operational philosophy and expectations of excellence in service delivery, the secretariat has adopted the following customer service commitment:

### The Council will receive

- Delivery of its administration services in an efficient, open and accountable manner.
- Quality information in a timely manner.
- Thorough and balanced advice.

### Key Stakeholder Organisations can

- Expect to have a major role in strategy development and implementation.
- Expect the secretariat to be accountable for the authority and resources entrusted to them.
- Expect to be kept fully informed about the progress of Council activities.

### The Community will be

- Regarded as the ultimate beneficiary of reduced motor vehicle theft.
- Assisted to develop individual responsibility for motor vehicle theft prevention.
- Kept informed of the Council's progress.

# Reporting and Accountability

While being responsible to the entire community for its outcomes, the Council is specifically accountable to the Lead Ministers of the National Anti-Crime Strategy and the insurance industry through the Insurance Council of Australia Ltd. for its operational and financial performance. Re-current annual funding is dependent upon the Council meeting pre-determined annual performance criteria.

These criteria are specified in an Annual Service Agreement between the Council and the funding partners, and are consistent with those specified in this business plan.

## Reporting Arrangements

Reporting of Council activities and performance takes place through a number of formal arrangements:

- The appointment to the Council of National Anti-Crime Strategy (NACS) and Insurance Council of Australia (ICA) representatives.
- The submission of a draft Operational Program and draft Budget on an annual basis for approval by the funding partners.
- The submission of an annual report to the funding partners which includes:
  - A discussion of the performance of the Council in fulfilling its functions and implementing its programs and plans, and the results it has achieved.
  - A comparison and analysis of any differences between actual and expected cash flows for a reporting year and the reasons for any variances.
  - A discussion of any issues of material or potential significance to the Council arising in a reporting year or which may foreseeably arise in the future.

## Accountability Measures

The Council's Rules of Association confer a number of legal requirements on the Council which ensure accountability to the funding partners:

- The Council shall operate within the prescriptions of the agreed Budget and Operational Program.
- The Council's accounts and accounting procedures must be audited for each financial year.
- The Council's records are accessible to the funding partners at any time.



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# Communication and Marketing

The successful achievement of Council objectives relies upon being able to sustain the support and involvement of all key stakeholders to effect necessary change.

A communication and marketing strategy that encompasses not only the operational strategies of the Council, but also promotes its national coordination role is an essential element to the Council's success.

A comprehensive communications strategy has been developed in conjunction with this strategic plan. The strategy aims to:

- Position the Council as the leading authority on motor vehicle theft.
- Integrate specific project objectives into the communication strategy.
- Create and maintain strong relationships with key stakeholder groups to encourage stakeholder involvement in strategy development.
- Ensure that key stakeholders and the community in general are kept informed of the process and progress of the Council's strategies.
- Seek cost-effective communication channels to communicate Council activities as widely as possible.

## Communication mediums within the strategy include:

- Face to face contact (Council Chairman, members and secretariat) to promote aims and objectives of Council.
- Speaking and briefing opportunities (state based stakeholder groups, conferences, seminars and workshops).
- General media (press releases, feature articles and motoring media).
- Stakeholder media (trade and member publications, inclusion in stakeholder press campaigns, displays at stakeholder events).
- Publications (annual report and strategic plan, corporate image and project based information brochures, research reports and issues papers).
- Web Site.



# OBJECTIVES

## A1 National Information Exchange

### Objective

The implementation of an accurate and reliable national system of information exchange supported by national registration business rules that together provide consistent minimum standards of motor vehicle theft deterrence and detection.

### Council Approach

The full benefits of improved information exchange between jurisdictions will only be realised when the agreed systems have been implemented in all states and territories. The Council will work co-operatively with the jurisdictions to facilitate timely implementation. The Council's role may involve co-ordination, the provision of further research and information or simply monitoring and reporting progress to stakeholders. The implementation process by the jurisdictions will require system changes, training, agreed business rules and customer education.

### Year 1 (1999-2000)

Monitor implementation of the National Exchange of Vehicle and Driver Information System (NEVDIS) and the national exchange of police stolen vehicle data.

- Monitor progress and provide grants for systems enhancements to assist linking NEVDIS and Police information systems (eg National Exchange of Police Information, National Vehicles of Interest Index, Crimtrack).
- Review status of development of state and territory written-off vehicle registers, and their linking to NEVDIS (current position, future plans, vehicle types to be included, method of exchange with insurers, public accessibility, legislative frameworks, criteria for determining economic loss, VIN cancellation).
- Monitor registration authorities development of, and compliance with, stolen and written-off vehicle checking protocols.

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## Outputs

- Report on status of development of written-off vehicle registers in all states and territories, with recommendations for improvements if necessary.
- Quarterly reports on implementation status of anti-theft related components of NEVDIS and police data exchange in all states and territories, including recommendations for improvements if necessary.
- Evaluation of the impact of the New South Wales Written-off Vehicle Register on motor vehicle theft trends.

### Year 2

- In conjunction with Austroads, monitor registration authority compliance with agreed stolen and written-off vehicle checking protocols and operation of information exchange systems to ensure vehicle theft reduction objectives are met.

### Year 3

- Monitor operation of national information systems and review their impact on vehicle theft rates and develop recommendations for improvements if necessary.

### Year 4

- Promote adoption of recommended revised practices (if any).

# A2

## Vehicle and Component Identification

### Objective

The development of new vehicle design standards that will ensure an adequate level of theft deterrence including a unique tamper-resistant Vehicle Identification Number (VIN), and a cost-effective component identification system.

### Council Approach

A number of industry and government organisations have been calling for the implementation of component identification for some time. However, in the absence of comprehensive research into the trading of stolen parts and potential counter measures, it has not been possible to determine the costs and benefits of implementing a component identification system. The Council will commission appropriate research to determine the feasibility of developing such systems. The research will investigate issues associated with both original and after market equipment manufacture.

Australian Design Rule (ADR) 43/01 requires the fitting of a compliance plate to all new vehicles sold in Australia to certify that they comply with current design requirements. Currently, an aluminium compliance plate is affixed to the vehicle by two pop rivets. The ease with which these plates can be removed and/or replaced assists the vehicle re-birthing process. The introduction of self-voiding counterfeit-protected adhesive labels

would improve the integrity of the compliance certification as a vehicle identifier and through the use of barcoding technology, have the potential to reduce transcription errors on the VIN database. The Federal Office of Road Safety (FORS) has amended ADR 43/01 to allow manufacturers to use label technology as an alternative to aluminium compliance plates.

### Year 1 (1999-2000)

#### *Component identification*

Commission research into the nature and extent of illicit parts use in Australia, and the evaluation of component identification systems implemented (or proposed) in overseas markets to inform the development of a cost-effective and feasible ADR for component identification.

#### *Vehicle identification*

- Monitor the development and promote the use of self-voiding compliance labels, including direct input into the development of technical solutions to maximise their effectiveness (eg counterfeit protection, dual location).
- Promote the importance of vehicle identification to vehicle manufacturers and the general community.
- Promote the stamping of the VIN on a substantial part of the vehicle structure by all vehicle manufacturers.



## Outputs

- Issues paper to elicit feedback from stakeholders on key aspects to be addressed in component identification research.
- Report on the nature and extent of illicit parts use in Australia.
- Evaluation of component identification systems implemented (or proposed) in overseas markets and the role emerging technologies may play.
- Critique of labelling options developed by manufacturers (including recommended design specifications to prevent tampering).
- Adoption by manufacturers of new labelling processes.

### Year 2

- Subject to the outcomes of commissioned research from year 1, develop fully costed recommendations and an implementation strategy for component identification systems.
- Monitor manufacturers take up of new compliance labelling technologies.
- Facilitate the development of component identification models, including an assessment of compatibility with existing infrastructure (eg vehicle manufacturers, registration authorities) and evaluation of associated costs.

### Year 3

- Monitor the development of an ADR for component labelling systems.
- Monitor the effects of the implementation of new compliance labelling technologies.

### Year 4

- Promote adoption of recommended revised practices (if any).

# A3

## Investigation

### Objective

Promote the development of intelligence gathering and investigative processes within existing frameworks that provide tactical and strategic assessments of organised crime involvement in motor vehicle theft and assist jurisdictional investigation efforts.

### Council Approach

The extent of professional motor vehicle theft in Australia cannot be accurately determined. Due to the ease with which stolen vehicles and parts may be sold, registration authorities or investigators uncover relatively few professional motor vehicle thefts. In the absence of nationally co-ordinated intelligence about professional theft it is difficult for law enforcement agencies to make informed resource and policy decisions. The Task Force also found that there is a need to provide specialist skills to a broader range of government and insurance industry investigators.

The Council will work with stakeholders to assess the feasibility of the Australian Bureau of Criminal Intelligence (ABCI) re-establishing a motor vehicle theft desk and the expected impact that provision of this intelligence will have on police services. The Council will also develop competencies for a national law officer and insurance investigator training course to be delivered by an appropriate training institution.

### Year 1 (1999-2000)

- Establish feasibility of the ABCI re-establishing a motor vehicle theft desk, including an assessment of its impact on police services.

- Conduct needs analysis for national motor vehicle theft investigators training course; develop model including competencies, method of delivery and identification of service providers; and select service providers by competitive tender.

### Outputs

- Report on the feasibility of the ABCI re-establishing a motor vehicle theft desk.
- Develop competencies for a national motor vehicle theft investigators course and tender evaluation and selection process.

### Year 2

- Monitor and evaluate the strategic and tactical assessment activities of the ABCI and the performance of individual jurisdictions in investigating organised motor vehicle theft.
- Continue the development of the national law officer and insurance investigator motor vehicle theft investigation course and evaluate the performance of service providers.

### Year 3

- Monitor and evaluate the strategic and tactical assessment activities of ABCI and the performance of individual jurisdictions in investigating organised motor vehicle theft.
- Monitor the effectiveness of the national law officer and insurance investigator motor vehicle theft investigation course and evaluate the performance of service providers.

### Year 4

- Promote adoption of recommended revised practices (if any).

# A4

## Legislative Responses

### Objective

To provide legislative sanctions and regulations which provide deterrence to potential motor vehicle theft offenders and those who deal in stolen parts.

### Council Approach

An analysis of current penalty provisions for motor vehicle theft and related offences reveals that although there is a diversity of terminology, all states and territories have quite severe penalties available to the courts when sentencing motor vehicle theft offenders. While definitions of motor vehicle theft and the elements required to establish a successful prosecution differ significantly, to a large extent penalties simply reflect the wide range of jurisdictional factors taken into account when criminal sentencing provisions are formulated at a state and territory level.



The Task Force made a range of recommendations in relation to legislative responses to address serious professional motor vehicle theft, unlawful dealing in compliance plates or labels, and record keeping requirements for second hand part dealers. This set of recommendations proved to be one of the most sensitive areas with a broad range of both positive and negative responses being received. The Council will work with stakeholders to assess the feasibility of the Task Force recommendations to determine what actions should be pursued.

### Year 1 (1999-2000)

Review legislative responses recommended by the Task Force to determine their feasibility and level of support across jurisdictions.

### Outputs

- Report on the feasibility of pursuing legislative responses to serious motor vehicle theft, the unlawful dealing in compliance plate or labels, and record keeping requirements for second hand dealers.

### Year 2

- Advocate for the development of legislative responses identified in year 1 as feasible.

### Year 3

- Monitor the implementation of identified legislative responses.
- Determine whether any legislative deficiencies are contributing to on-going theft related problems.

### Year 4

- Promote adoption of recommended revised practices (if any).

# B1

## Vehicle Design

### Objective

The development of new vehicle design standards and after-market applications that will ensure an adequate level of theft deterrence through the introduction of effective engine immobilisers. (See sub-program A2 for measures relating to vehicle identification and component labelling initiatives).

### Council Approach

Electronic engine immobilisers have proven to be the most effective vehicle security devices yet developed. The supply of engine immobilisers as standard equipment on locally produced models has led to a marked decrease in the level of theft that would have been expected of these vehicles.

For new vehicles the Council will monitor the development and implementation by the FORS and the vehicle industry of an ADR for the mandatory fitting of engine immobilisers. Pending the ADR's implementation, the Council, in conjunction with the motor vehicle and insurance industries, will promote the voluntary installation of engine immobilisers as standard equipment.

For the existing fleet the Council will monitor the technical efficiency of after-market immobilisers and their fitting procedures. The Council will promote the adoption of after-market immobilisers to the motoring community and the adoption of best practice by the motor trades.

## Year 1 (1999-2000)

### ADR for immobilisers

- Monitor development of an ADR for engine immobilisers, based on an accepted international standard for all new vehicles.
- In conjunction with the motor vehicle and insurance industries promote the voluntary installation of immobilisers as standard equipment.

### After-market Immobilisers

- Develop and conduct a communications program to promote the effectiveness of engine immobilisers in preventing opportunistic theft to the general community.
- Monitor the effectiveness of immobilisers (and their technical specifications) as a theft deterrent.

## Outputs

- Communications campaign to promote the effectiveness of engine immobilisers in preventing opportunistic theft to the general community (see also sub-program B3).
- Report on the take up of the voluntary installation of engine immobilisers by manufacturers, and the degree to which their availability influences the decisions of new vehicle buyers.
- Report on the incidence of the theft of motor vehicles fitted with engine immobilisers.
- Approval of an ADR for engine immobilisers for application from January 2001.

## Year 2

- Monitor the implementation of the ADR for engine immobilisers on new vehicles.
- Monitor the effectiveness of immobilisers as a theft deterrent via the Comprehensive Auto-Theft Research System (CARS).

## Year 3

- Monitor the effectiveness of immobilisers as a theft deterrent via the CARS Project.
- Report on identified deficiencies (if any).

## Year 4

- Promote adoption of recommended revised practices (if any).

# B2

## Secure Practices

### Objective

The development of broad based approaches to motor vehicle theft reduction through partnerships between government, the community and the business sectors.

## Council Approach

The Task Force identified a need to balance community notions of invulnerability to motor vehicle theft with information about its incidence and consequences to improve public awareness and interest. Practices such as leaving valuable personal items in clear view in unattended vehicles, or leaving vehicles unsecured for any period of time increases the likelihood of theft.

The Council will identify opportunities to integrate and add value to existing and future initiatives aimed at raising public awareness of the scope and consequences of motor vehicle theft, and the promotion of individual responsibility for theft prevention.

## Year 1 (1999-2000)

- Audit existing and proposed initiatives to form alliances with appropriate government and private sector partners to add value to their measures.
- Promote the value of after market security devices in deterring motor vehicle theft and create consumer demand for secure vehicles generally.
- Promote secure practices in relation to leaving valuable items in vehicles, and ensuring vehicles are appropriately secured when unattended.
- Monitor the development of car park accreditation schemes to improve car park security and form alliances to add value to those schemes.
- Contribute direct funding to state and territory activities, and the development of campaign concepts and creative material for use by all stakeholders.



## Outputs

- Number and scope of campaigns involving Council participation.
- Level of consumer awareness of secure practices and vehicle security devices.
- Incidence of security rating schemes being utilised by car park administrators.
- Campaign concepts and creative material produced.

## Year 2

- Monitor and evaluate the effectiveness of public education campaigns and car park rating schemes.
- Use evaluation material to further refine and target public education and community based schemes.

## Year 3

- Monitor and evaluate the effectiveness of public education campaigns and car park rating schemes and use evaluation material to refine concepts.

## Year 4

- Promote adoption of recommended revised practices (if any).

# B3

## Juvenile Theft Prevention

### Objective

To participate in the creation of the necessary framework for effective prevention programs which successfully reduce motor vehicle theft by addressing the different causes of juvenile offending behaviour.

### Council Approach

The increased emphasis on crime prevention policy and programs in recent years can be linked to an increasing awareness that 'getting tough' on youth crime does not necessarily reduce crime rates. The very high incidence of young people's involvement in opportunistic motor vehicle theft is well recognised. The detrimental effects on the community of this involvement go well beyond economic costs and involve unacceptable levels of injury and death.

Under the National Anti-Crime Strategy (NACS), National Crime Prevention in conjunction with the States and Territories will develop a comprehensive juvenile crime prevention strategy that will encompass a broad range of juvenile offending behaviours. The Council's participation in the development and implementation of this strategy will focus on the motor vehicle theft prevention component.

## Year 1 (1999-2000)

- Participate in the NACS Juvenile Offending Project to appraise the Steering Group of the perspective of Council stakeholders on juvenile motor vehicle theft issues.
- Promote and facilitate the development of strategic government and industry partnerships in juvenile crime prevention programs.

## Outputs

- Report on NACS juvenile offender programs from the perspective of Council stakeholders.
- Generation of government and industry involvement in specific programs.

## Year 2

- Monitor refinement of programs developed in year 1 to incorporate best practice programs within the core responsibilities of appropriate government departments with the co-operation and support of industry.

## Year 3

- Monitor and facilitate best practice programs with responsible government departments and industry.

## Year 4

- Promote adoption of recommended revised practices (if any).

# C1

## Research and Evaluation

### Objective

To provide motor vehicle theft research systems that produce comprehensive, timely and reliable data for the evaluation of motor vehicle theft strategies for the use of the Council, policy makers, government agencies and industry.

### Council Approach

A comprehensive and detailed evaluation of the outcomes of various strategies and the monitoring of changing motor vehicle theft trends is crucial to a national implementation strategy for reducing motor vehicle theft. The Comprehensive Auto-Theft Research System (CARS) was established within the South Australian Attorney-General's Department to facilitate a co-ordinated approach to the development of theft reduction policies by integrating timely and reliable data from a wide variety of sources.

The Council will contract CARS to manage a national research database that meets agreed data gathering requirements. This initiative requires the co-operation of state government agencies, and the insurance industry on a national basis.

The Council will also engage appropriate organisations to evaluate various motor vehicle theft reduction strategies, and the development of performance indicators for the Council's operations.

### Year 1 (1999-2000)

- Commission the development of CARS to become the national research database for motor vehicle theft.
- Negotiate stakeholder agreements to provide relevant data in a timely and cost-effective fashion.
- Equitably provide comprehensive and timely motor vehicle theft data to Council stakeholders and policy makers while meeting stakeholder confidentiality requirements.
- Commission specific evaluation of motor vehicle theft reduction strategies as required (eg status of jurisdictional written-off vehicle registers, effectiveness of engine immobilisers, consumer awareness of secure practices).
- Develop performance indicators for the Council's processes as an input to the review of its operations.

### Outputs

- Quarterly and annual reports on motor vehicle theft trends.
- Reports on specific motor vehicle theft initiatives as required.
- Publication of performance indicators for the Council's operations.



## Year 2

- Provide comprehensive and timely motor vehicle theft data to Council stakeholders and policy makers.
- Commission specific evaluation of motor vehicle theft reduction strategies as required.
- Report on Council performance against agreed performance indicators.
- Report on performance of other stakeholders in addressing motor vehicle theft issues.

## Year 3

- Provide comprehensive and timely motor vehicle theft data to Council stakeholders and policy makers.
- Commission specific evaluation of motor vehicle theft reduction strategies as required.
- Report on Council performance against specified performance indicators.
- Report on performance of other stakeholders in addressing motor vehicle theft issues.

## Year 4

- Final report of Council identifying achievements and emerging issues for future attention.



# APPENDIX 1

## 1999/2000 BUDGET

### Income

\$

Funding Income	1,726,875
CARS allocation from 1998/99 surplus	200,000
Balance of 1998/99 surplus	78,410

### Total

2,005,285

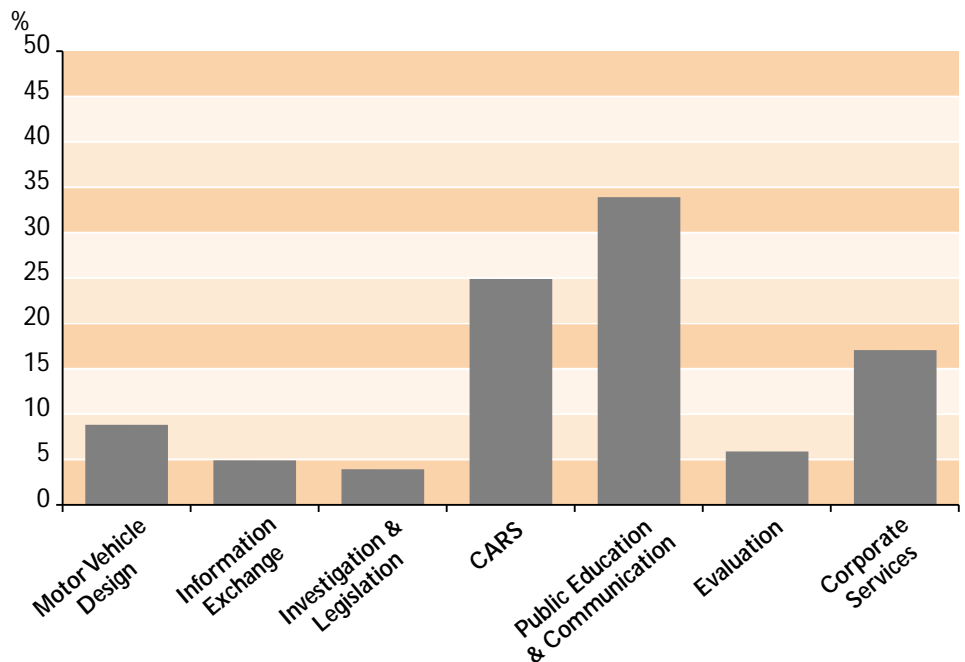
### Expenditure

Salaries and on-costs	246,300
Operating Expenses	80,060
Program Budget	1,567,300
1999/2000 Surplus	111,625

### Total

2,005,285

### Percentage Budget Allocation 1999/2000





# 1999/2000 OUTPUTS AND PERFORMANCE MEASURES

Objective	Output	Due	Performance measure
<b>(A) Reducing Professional Theft</b>			
<i>National Information Exchange</i>	<p>Quarterly reports on implementation status of anti-theft related components of NEVDIS</p> <p>Report on the Evaluation of New South Wales Written-off Vehicle Register</p> <p>Report on status of state and territory written-off vehicle registers</p>	<p>July and October 1999 and January and April 2000</p> <p>August 1999</p> <p>October 1999</p>	<p>On-time delivery and acceptance by stakeholders</p> <p>On-time delivery and acceptance by stakeholders</p> <p>On-time delivery and acceptance by stakeholders</p>
<i>Vehicle and Component Identification</i>	<p>Critique of labelling options developed by manufacturers, including recommended design specifications to prevent tampering</p> <p>Report on the nature and extent of illicit parts use in Australia</p> <p>Report on component ID systems implemented in other markets and emerging technologies</p> <p>Report on adoption of new labelling processes</p>	<p>November 1999</p> <p>January 2000</p> <p>January 2000</p> <p>April 2000</p>	<p>On-time delivery and percentage of manufacturers who have implemented secure labelling systems</p> <p>On-time delivery and acceptance by stakeholders</p> <p>On-time delivery and acceptance by stakeholders</p> <p>On-time delivery and percentage of manufacturers who have implemented new processes</p>
<i>Investigation</i>	<p>Report on the feasibility of ABCI re-establishing motor vehicle theft desk</p> <p>Competencies for national motor vehicle theft investigators course (model developed and providers selected)</p>	<p>November 1999</p> <p>April 2000</p>	<p>On-time delivery and acceptance by stakeholders</p> <p>On-time delivery and acceptance by stakeholders. Quality of tenders submitted.</p>

## 1999/2000 OUTPUTS AND PERFORMANCE MEASURES *(continued)*

Objective	Output	Due	Performance measure
<b>(A) Reducing Professional Theft</b>			
<i>Legislative Responses</i>	Report on the feasibility of legislative responses recommended by Task Force	June 2000	On-time delivery and acceptance by stakeholders
<b>(B) Reducing Opportunistic Theft</b>			
<i>Vehicle Design</i>	<p>Report on the voluntary installation of engine immobilisers and attitudes of new car buyers</p> <p>Report on the incidence of the theft of motor vehicles fitted with engine immobilisers</p> <p>Communications campaign to promote effectiveness of engine immobilisers in preventing opportunistic theft</p> <p>Approval of an ADR for engine immobilisers</p>	<p>August 1999</p> <p>November 1999 March 2000</p> <p>April 2000</p> <p>June 2000</p>	<p>On-time delivery and acceptance by stakeholders</p> <p>On-time delivery and acceptance by stakeholders</p> <p>On-time delivery and acceptance by stakeholders. Changes in vehicle buyers' attitudes.</p> <p>On-time delivery</p>
<i>Secure Practices</i>	<p>Development of public education campaign strategy</p> <ul style="list-style-type: none"> <li>- after market devices</li> <li>- secure practices</li> <li>- secure car parks</li> </ul>	February 2000	On-time delivery. Number and scope of campaigns involving NMVTRC.
<i>Juvenile Theft Prevention</i>	<p>Report on joint initiatives with NACS juvenile offender strategy</p> <p>Development of government and industry partnerships in juvenile crime prevention</p>	<p>December 1999</p> <p>June 2000</p>	<p>On-time delivery and acceptance by stakeholders</p> <p>Number of participants secured</p>

## 1999/2000 OUTPUTS AND PERFORMANCE MEASURES *(continued)*

Objective	Output	Due	Performance measure
<b>(C) Monitoring Evaluation and Communication</b>			
<i>Research and Evaluation</i>	<p>Development of CARS as national research database for motor vehicle theft</p> <p>Quarterly and annual reports on motor vehicle theft trends</p> <p>Commission specific evaluation of motor vehicle theft reduction strategies</p> <p>Develop performance indicators for Council operations</p>	<p>October 1999</p> <p>December 1999 March 2000 June 2000</p> <p>As required</p> <p>November 1999</p>	<p>On-time delivery and acceptance by stakeholders</p> <p>On-time delivery and acceptance by stakeholders</p> <p>Timely delivery and acceptance by stakeholders</p> <p>On-time delivery and acceptance by stakeholders</p>
<i>Communication and Marketing</i>	<p>Development of Council publications:</p> <ul style="list-style-type: none"> <li>- Business Plan</li> <li>- Annual Report</li> <li>- Information Brochure</li> <li>- Web Site</li> <li>- Newsletter</li> </ul> <p>Media involvement:</p> <ul style="list-style-type: none"> <li>- General Media</li> <li>- Stakeholder Media</li> </ul> <p>Speaking Engagements</p> <p>Promotion at events</p>	<p>June 2000 September 1999 March 2000 September 1999 Quarterly</p> <p>As appropriate As appropriate</p> <p>As appropriate</p> <p>As appropriate</p>	<p>On time delivery and acceptance by stakeholders</p> <p>Number of articles Number of articles Number of engagements Number of events</p>

## 4 YEAR OBJECTIVES SUMMARY

	Year 1 (1999/2000)	Year 2 (2000/2001)	Year 3 (2001/2002)	Year 4 (2002/2003)
<b>(A) Reducing Professional Theft</b>				
<i>National Information Exchange</i>	<p>Monitor progress in linking NEVDIS and police information systems</p> <p>Review status of state and territory written-off vehicle registers</p> <p>Monitor registration authority stolen and written-off vehicle checking protocols</p>	<p>Monitor operation of information exchange systems to ensure vehicle theft reduction objectives are met</p> <p>Monitor registration authority stolen and written-off vehicle checking protocols</p>	<p>Monitor operation of national information systems and review their impacts on vehicle theft and develop recommendations for improvements</p>	<p>Promote adoption of recommended revised practices (if any)</p>
<i>Motor Vehicle and Component Identification</i>	<p>Commission research into the nature and extent of illicit parts use, and evaluate component ID systems implemented in other markets</p> <p>Monitor development and promote effective use of secure self-voiding compliance labels</p> <p>Promote importance of vehicle ID to vehicle manufacturers and community</p> <p>Promote stamping of VIN on substantial vehicle structure</p>	<p>Develop recommendations and implementation strategy for component ID systems</p> <p>Monitor manufacturers take up of new labelling technologies</p>	<p>Monitor development of ADR for component labelling systems</p> <p>Monitor effects of implementation of new labelling technologies</p>	<p>Promote adoption of recommended revised practices (if any)</p>



## 4 YEAR OBJECTIVES SUMMARY *(continued)*

	Year 1 (1999/2000)	Year 2 (2000/2001)	Year 3 (2001/2002)	Year 4 (2002/2003)
<b>(A) Reducing Professional Theft</b>				
<i>Investigator Training</i>	<p>Establish feasibility of ABCI re-establishing motor vehicle theft desk</p> <p>Conduct needs analysis for national motor vehicle theft investigators course (develop model and select providers)</p>	<p>Monitor and evaluate activities of ABCI and performance of jurisdictions in investigating motor vehicle theft</p> <p>Continue development of national motor vehicle theft investigators course and evaluate performance of service providers</p>	<p>Monitor and evaluate activities of ABCI and performance of jurisdictions in investigating motor vehicle theft</p> <p>Monitor effectiveness of national motor vehicle theft investigators course and evaluate performance of service providers</p>	<p>Promote adoption of recommended revised practices (if any)</p>
<i>Legislative Responses</i>	<p>Review legislative responses recommended by Task Force to determine feasibility</p>	<p>Advocate development of legislative responses identified as feasible</p>	<p>Monitor implementation of identified legislative responses</p>	<p>Promote adoption of recommended revised practices (if any)</p>
<b>(B) Reducing Opportunistic Theft</b>				
<i>Motor Vehicle Design</i>	<p>Monitor development of ADR for engine immobilisers for new vehicles</p> <p>Promote voluntary installation of immobilisers as standard and after-market equipment</p> <p>Develop and conduct communications program to promote effectiveness of engine immobilisers in preventing opportunistic theft</p> <p>Monitor effectiveness of engine immobilisers as theft deterrent via CARS</p>	<p>Monitor implementation of ADR for engine immobilisers for vehicles</p> <p>Monitor effectiveness of engine immobilisers as theft deterrent via CARS</p>	<p>Monitor effectiveness of engine immobilisers as theft deterrent via CARS (report on deficiencies if any)</p>	<p>Promote adoption of recommended revised practices (if any)</p>

# APPENDIX 3

## 4 YEAR OBJECTIVES SUMMARY *(continued)*

	Year 1 (1999/2000)	Year 2 (2000/2001)	Year 3 (2001/2002)	Year 4 (2002/2003)
<b>(B) Reducing Opportunistic Theft</b>				
<i>Vehicle Security Practices</i>	<p>Audit existing and proposed initiatives to form alliances with government and private sector partners to add value to their campaigns</p> <p>Promote value of after market security devices, and create consumer demand for secure vehicles</p> <p>Promote secure property and vehicles practices by vehicle owners</p> <p>Monitor development of car park accreditation schemes and form alliances to add value to schemes</p> <p>Contribute direct funding to state and territory activities, and the development of campaign concepts and creative materials for all stakeholders</p>	<p>Monitor and evaluate the effectiveness of public education campaigns and car park accreditation schemes</p> <p>Use evaluation material to further refine and target public education and community based schemes</p>	<p>Monitor and evaluate the effectiveness of public education campaigns and car park accreditation schemes and use evaluation material to refine concepts</p>	<p>Promote adoption of recommended revised practices (if any)</p>
<i>Juvenile Motor Vehicle Theft Prevention Initiatives</i>	<p>Participate in NACS Juvenile Offending Project to appraise Steering Group of Council stakeholder perspective on juvenile motor vehicle theft issues</p>	<p>Monitor programs development in Year 1 to incorporate best practice programs within the core responsibilities of appropriate government departments</p>	<p>Monitor and facilitate best practice programs with responsible government departments</p>	<p>Promote adoption of recommended revised practices (if any)</p>

## 4 YEAR OBJECTIVES SUMMARY *(continued)*

	Year 1 (1999/2000)	Year 2 (2000/2001)	Year 3 (2001/2002)	Year 4 (2002/2003)
<b>(B) Reducing Opportunistic Theft</b>				
<i>Juvenile Motor Vehicle Theft Prevention Initiatives (continued)</i>	Promote and facilitate the development of strategic government and industry partnerships in juvenile crime prevention			
<b>(C) Monitoring and Evaluation</b>				
<i>Data Collection and Evaluation</i>	<p>Commission development of CARS as national research database for motor vehicle theft</p> <p>Negotiate stakeholder agreements for the provision of timely/cost effective data</p> <p>Equitably provide comprehensive/timely motor vehicle theft data to stakeholders while meeting confidentiality requirements</p> <p>Commission specific evaluation of motor vehicle theft reduction strategies</p> <p>Develop performance indicators for Council operations</p>	<p>Provide comprehensive and timely motor vehicle theft data to Council stakeholders and policy makers</p> <p>Commission specific evaluation of motor vehicle theft reduction strategies</p> <p>Report on Council performance against agreed performance indicators</p> <p>Report on Council performance against agreed performance indicators</p>	<p>Provide comprehensive and timely motor vehicle theft data to Council stakeholders and policy makers</p> <p>Commission specific evaluation of motor vehicle theft reduction strategies</p> <p>Report on Council performance against specified performance indicators</p> <p>Report on Council performance against agreed performance indicators</p>	<p>Report on Council achievements and emerging issues for future attention</p>