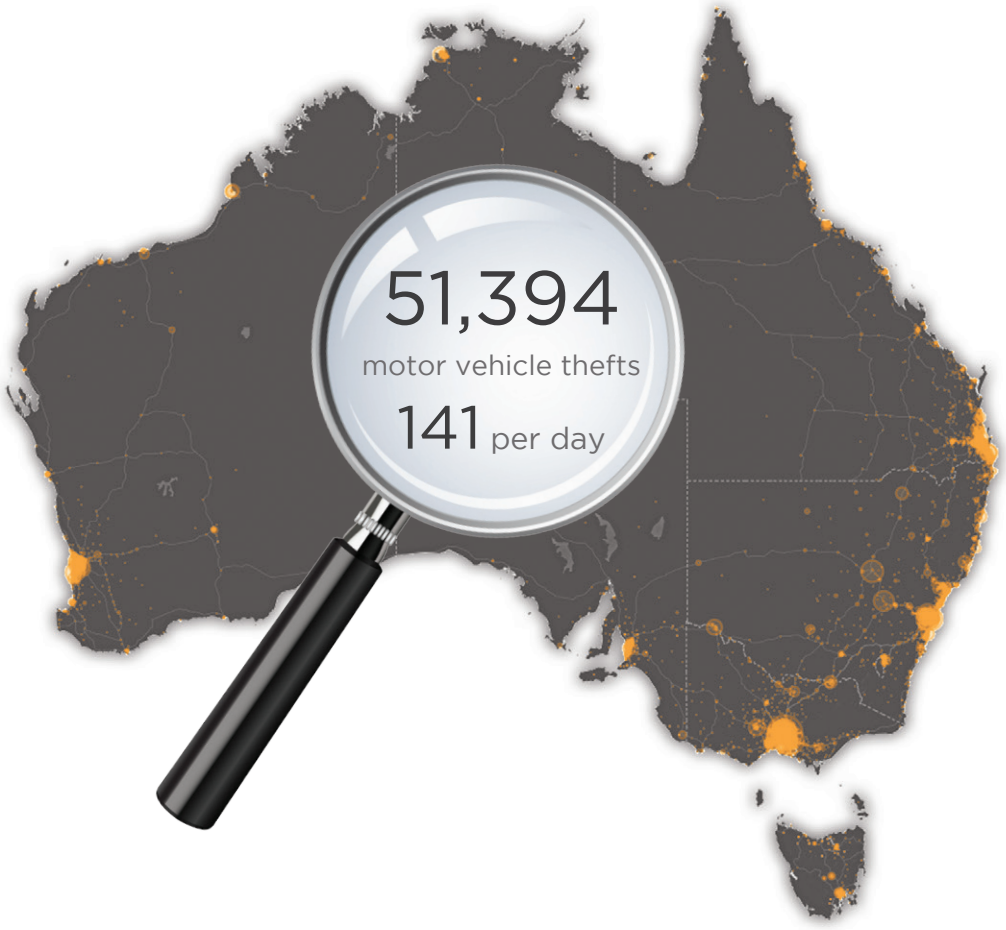
CARS

comprehensive auto-theft research system

STATISTICAL REPORT 2014/15



National Motor Vehicle Theft Reduction Council

driving down vehicle theft

ABBREVIATIONS

ABS	Australian Bureau of Statistics
AUS	Australia
ACT	Australian Capital Territory
CARS	Comprehensive Auto-theft Research System
kms	Kilometres
LGA	Local Government Area
nec	Not Elsewhere Classified
NMVTRC	National Motor Vehicle Theft Reduction Council
NSW	New South Wales
NT	Northern Territory
PLC	Passenger and light commercial
QLD	Queensland
SA	South Australia
SLA	Statistical Local Area
SUV	Sports Utility Vehicle
TAS	Tasmania
VIC	Victoria
WA	Western Australia

Title: CARS Statistical Report, 2014/15
Published: September 2015

The National Motor Vehicle Theft Reduction Council acknowledges all police services, registration authorities, participating insurers, the Federal Chamber of Automotive Industries, Glass's Information Services and Insurance Australia Group for the supply of the data on which this report is compiled. Theft incident data may be subject to later revision by the data providers.

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ABOUT CARS

The Comprehensive Auto-theft Research System (CARS) is a statistical and research service designed to inform effective vehicle theft reduction strategies. Fully funded by the National Motor Vehicle Theft Reduction Council (NMVTRC), CARS integrates millions of records from more than 40 sources across Australia. This includes Police incident and recovery details, currently registered vehicle information, policy and claim details from participating insurers, detailed vehicle specifications purchased from Polk Automotive Intelligence, passenger and light commercial vehicle value estimates from Glass' Guide, and ABS demographic and spatial data.

Situated in the Strategy and Reform Division of the South Australian Attorney General's Department, CARS is an integral tool that helps drive the NMVTRC's vehicle theft reforms and provides its services to all Australian stakeholders with an interest in vehicle crime.

CARS has been collecting and analysing vehicle theft data for twenty years and together with the NMVTRC is one of only a limited number of organisations around the world to have staff devoted solely to the issue of vehicle theft. This together with the unique integrated database makes CARS one of the leading centres of motor vehicle theft statistics and research.

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INTRODUCTION

This report provides a detailed picture of motor vehicle theft in Australia in 2014/15, including analysis of both short term and profit motivated vehicle theft.

Short term theft represents vehicles stolen by opportunistic thieves for use in the commission of other crimes, joyriding, or transport. All recovered vehicles regardless of their level of damage were classified as short term theft. Short term thefts include an unknown but assumed small number of vehicles that were recovered in a substantially stripped condition and were the likely target of profit motivated thieves.

Profit motivated theft represents vehicles that are stolen for conversion to profit, either as a whole vehicle or as separated parts, through various illegal methods. Vehicles stolen and not recovered were used as the measure for profit motivated theft.

In this report, recovery status is as at 9 August 2015 for New South Wales, and 31 July for all other states/territories except Tasmania which is at 30 June 2015. This is because the majority of stolen vehicles are recovered within one month of theft.

Only quarterly data was available for Tasmania, while New South Wales provides fortnightly data and all other jurisidctions provide monthly data.

Over time the number of recovered stolen vehicles will gradually increase. As such the statistics presented in this report will be continually revised with some theft incidents reclassified from profit motivated thefts to short term thefts.

This report comprises three sections, including an Executive Summary overview of key motor vehicle theft findings in 2010/11 and 2014/15, giving a five year comparison. This is followed by a more detailed analysis of short term and profit motivated theft including trends, what types of vehicles, when and where they were stolen.

In addition to this report, CARS provides a range of free online information and mapping tools that allow stakeholders to undertake their own more detailed analyses. These can be found at www.ncars.on.net/statistics.html.

CARS also provides a free ad-hoc information service upon request to answer the more specialised data requests that cannot be serviced from the web-based tools.

If you would like to provide feedback on this report or discuss how CARS may be able to provide a tailored report for your specific needs please contact the NMVTRC at info@carsafe.com.au or phone 1300 668 410 or (03) 9348 9600.

2014/15 SECTION 1

EXECUTIVE SUMMARY

OVERALL KEY FINDINGS

- Australia recorded a total of 51,394 thefts during the 2014/15 financial year, which represents a 3% decrease over the 2013/14 total of 52,718 thefts.
- Over the last five years, Australia's total vehicle thefts have reduced 9% from the 2010/11 total of 56,171.
- During 2014/15 there was an average of 141 motor vehicle thefts per day in Australia. This is down from a total of 154 per day in 2010/11.
- With a recovery rate of 67% the 2014/15 total comprises 34,488 short term thefts and 16,906 profit motivated thefts.
- Australia's yearly theft rate equates to 2.78 thefts per 1,000 registered vehicles or 2.18 per 1,000 population.
- There has been a decline in the median age of stolen vehicles in Australia. In 2010/11 the median age of all stolen vehicles was 13 years. In 2014/15 the median age had decreased to 11 years.
- A total of 8,078 motorcycles were stolen in 2014/15. This is a 3% decrease over the 2013/14 total of 8,320 thefts, but is 5% higher than the 2010/11 total.
- Motorcycles recorded the lowest recovery rate with only 42% of thefts in 2014/15 recovered compared to 74% of passenger and light commercial vehicles and 46% of other vehicles.
- There was an increase in thefts of vehicles aged 0-9 years from 35% in 2010/11 to 40% in 2014/15 and a reduction in theft of vehicles aged 20 - 24 years (16% in 2010/11, 10% in 2014/15).
- Overall the most popular passenger and light commercial theft targets in 2014/15 were the Toyota Hilux MY05-11 (731 thefts), Holden Commodore VT MY97-00 (726 thefts), Holden Commodore VE MY06-13 (716 thefts), Nissan Pulsar N15 MY95-00 (715 thefts), and the Holden Commodore VX MY00-02 (561 thefts).
- There has been a continued increase in recent years in the proportion of motor vehicle thefts taken from residential locations (e.g. dwellings and residential shed/garages). In 2014/15 for example, 52% of all thefts occurred at a residential locations compared to 49% in 2010/11.

Table 1: Motor vehicle theft overview, 2010/11 to 2014/15

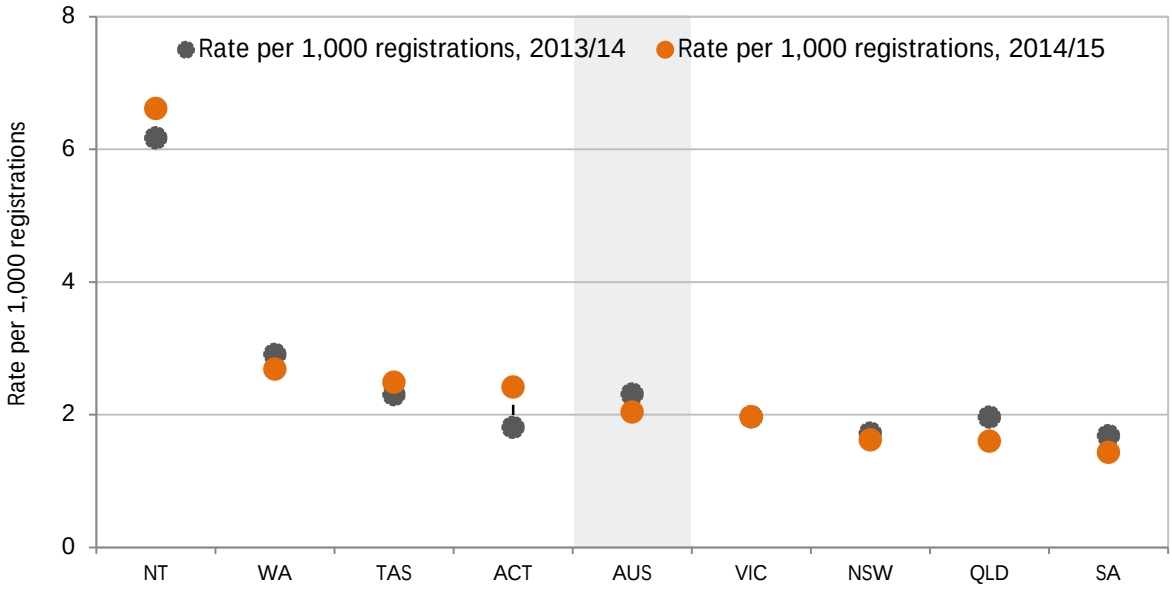
	2010/11	2013/14	2014/15
Total thefts	56,171	52,718	51,394
% change from 2013/14 to 2014/15			-2.5%
% change from 2010/11 to 2014/15			-8.5%
Theft rate per 1,000 registrations	3.33	2.91	2.78
Theft rate per 1,000 population	2.53	2.26	2.18
Average number of thefts per day in Australia	153.9	144.4	140.8
Thefts by vehicle type			
Passenger/light commercials	45,531	41,650	40,601
Motorcycles	7,686	8,320	8,078
Other vehicles	2,954	2,748	2,715
% of thefts recovered			
All vehicles	71.1%	69.9%	67.1%
Passenger/light commercials	76.8%	76.1%	73.5%
Motorcycles	44.5%	46.1%	42.2%
Other vehicles	51.6%	49.2%	45.5%
Median vehicle age at time of theft	13 years	11 years	11 years
% of stolen vehicles aged			
0 - 4 years	16.6%	17.7%	17.9%
5 - 9 years	18.1%	22.0%	21.9%
10 - 14 years	18.5%	19.5%	20.4%
15 - 19 years	17.5%	17.3%	17.1%
20 - 24 years	15.6%	10.7%	9.8%
25 - 29 years	5.2%	4.3%	4.3%
30+ years	2.0%	1.9%	2.0%
Unknown age	6.4%	6.7%	6.6%
Type of theft locations			
Residential	49.1%	51.8%	51.8%
Street	30.1%	26.8%	27.1%
Business/Commercial/Government Services	10.7%	10.8%	11.1%
Car Park	2.9%	3.0%	2.7%
Outdoor Space/Facilities	1.9%	1.9%	2.0%

See notes 1, 2, 3, 4 for further information.

SHORT TERM THEFT

- When adjusted for late recoveries, short term thefts decreased 5% in 2014/15 compared to the previous financial year and 12% compared to five years ago (Table 2).
- The jurisdictions with the largest reductions in the past 12 months (after adjusting for late recoveries) were Queensland (-17%), South Australia (-14%), Western Australia (-6%) and New South Wales (-4%). In contrast, the increases were recorded in the Australian Captital Territory (+35%), Tasmania (+10%), Northern Territory (+9%) and Victoria (+2%).
- After adjusting for late recoveries, the rate of short term thefts per 1,000 registered vehicles declined to 1.90 in 2014/15 compared to 2.03 in 2013/14. Five years ago the theft rate was 2.37 per 1,000 registered vehicles.

Figure 1: Short term theft rate per 1,000 registrations for each jurisdiction, 2013/14 and 2014/15



See notes 1 & 3 for further information. See table 6 for rate values.

SHORT TERM VERSUS PROFIT MOTIVATED THEFTS

Short term theft is defined as vehicles stolen for opportunistic purposes not involving the vehicle's value such as use in the commission of other crimes, joyriding, or transport. All recovered vehicles regardless of their level of damage are classified as short term theft. Short term use will include an unknown but assumed small number of recovered vehicles that were recovered in a substantially stripped condition and were the likely target of profit motivated thieves.

Profit motivated theft is defined as vehicles stolen for conversion to profit either as a whole vehicle or as separated parts through various illegal methods. Vehicles stolen not recovered are used as the surrogate measure for profit motivated theft. Profit motivated volumes are potentially inflated by an unknown number of missing vehicles that are stolen and simply dumped in waterways and bush land.

- Passenger/light commercial vehicles accounted for 87% of all short term thefts with motorcycles accounting for a further 10%.
- The median age of short term theft targets has declined steadily from 13 years old in 2010/11 to 11 in 2014/15.
- The top three short term theft targets in 2014/15 were the Nissan Pulsar N15 MY95-00 (633 thefts), Holden Commodore VE MY06-13 (556 thefts) and the Holden Commodore VT MY97-00 (505 thefts).
- Three of the top locations with the highest number of short term thefts in 2014/15 were Queensland local government areas, namely the City of Brisbane (first place with 1,578 thefts), the City of Gold Coast (second place with 889 thefts) and the City of Logan (fourth place with 645 thefts). The Greater ACT (666 thefts) was in third place and the Western Australian City of Stirling was fifth with 635 thefts.
- Overall, 33% of all short term thefts were recovered within 24 hours of the theft, 78% were recovered within 14 days and 87% were recovered within 30 days of the incident.
- Short term theft targets stolen in metropolitan areas of Australia were recovered on average 17.1kms from their theft location while vehicles stolen from non-metropolitan locations were recovered on average 39.3 kms away.

ADJUSTED FOR LATE RECOVERIES - WHAT DOES THIS MEAN?

The recovery status of all data used in this report is as at 9 August 2015 for NSW and 31 July 2015 for all other jurisiductions except TAS which is at 30 June 2015. Thefts from previous financial years have had more time to be recovered than vehicles recorded stolen in the current financial year. For example, during 2014/15 approximately 10% of profit motivated thefts from 2013/14 were recovered and re-classified as a short term theft.

Adjusting the current financial year statistics for these expected recoveries during the next 12 months provides a more accurate comparison of the current statistics with those of previous years. Adjustment for late recoveries does not change the total number of vehicles reported stolen, however the number of recovered and unrecovered vehicles used in this report may not match other sources such as police crime data, which generally report recovered status as at the close of the data period.

Table 2: Short term theft overview, 2010/11 to 2014/15

	2010/11	2013/14		2014/15
Total short term thefts	39,933	36,871		34,488
Adjusted for late recoveries				35,110
% change from 2010/11 and 2013/14 to 2014/15 (adjusted for late recoveries)			**v's 2010/11**	**v's 2013/14**
Australian Capital Territory*			-22.9%	34.7%
New South Wales			-29.4%	-3.7%
Northern Territory*			27.4%	9.0%
Queensland			-8.1%	-16.7%
South Australia			-40.5%	-13.8%
Tasmania*			-26.4%	10.0%
Victoria			5.9%	1.7%
Western Australia			9.2%	-5.6%
Australia			-12.1%	-4.8%
Average number of thefts per day in Australia				
Adjusted for late recoveries	109.0	101.0		96.2
Theft rate per 1,000 registrations	2.37	2.03		1.86
Adjusted for late recoveries				1.90
Vehicle body type as % of thefts				
Passenger/light commercials	87.6%	85.9%		86.5%
- Small passenger vehicle	22.1%	23.3%		24.2%
- Medium passenger vehicle	10.6%	9.9%		9.6%
- Large passenger vehicle	22.9%	18.7%		17.3%
- Sports	2.5%	2.8%		2.7%
- SUV	7.8%	11.2%		12.5%
- People mover	1.5%	1.0%		1.0%
- Light commercial utility	11.9%	13.4%		14.2%
- Light commerical van	4.1%	3.0%		2.9%
- Motor home	0.0%	0.0%		0.1%
- Unknown passenger vehicle	4.2%	2.5%		2.1%
Motorcycles	8.6%	10.4%		9.9%
Other vehicles	3.8%	3.7%		3.6%

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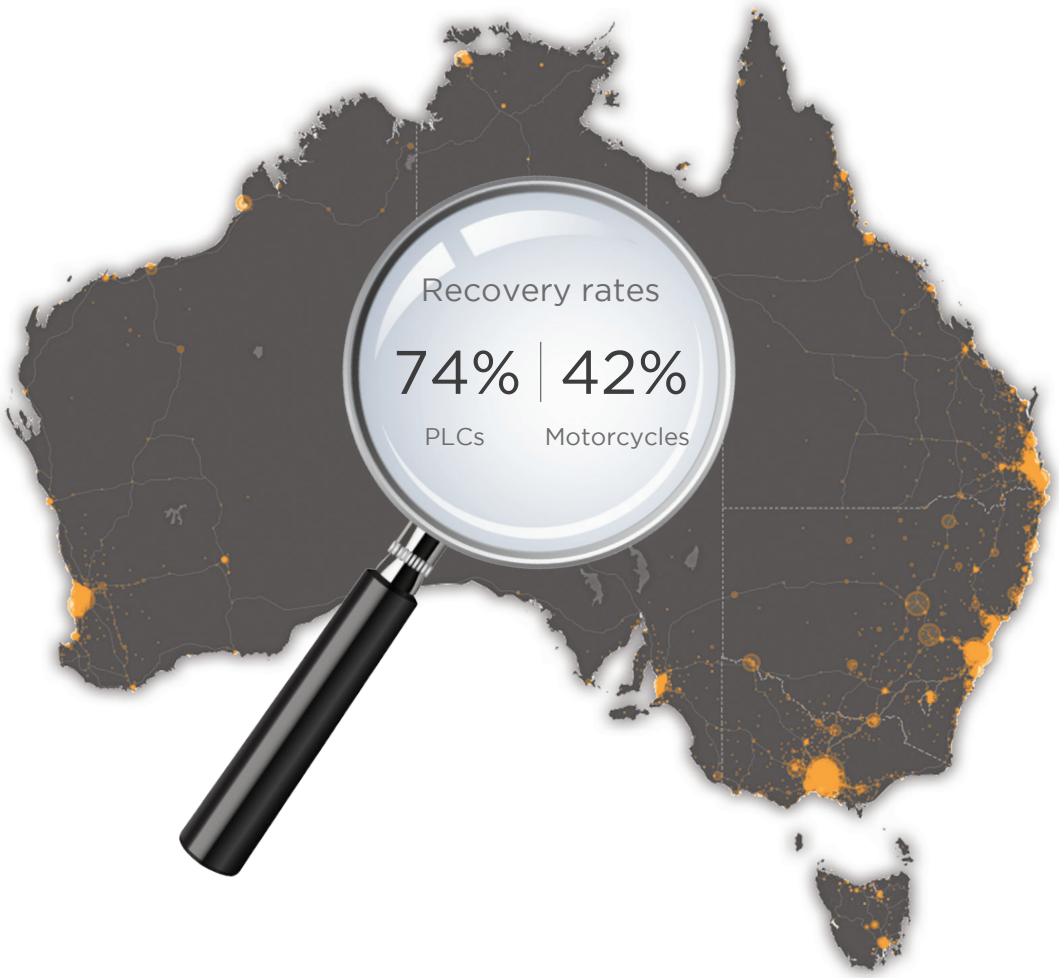
Table 2: Short term theft overview, 2010/11 to 2014/15 (cont.)

	2010/11	2013/14		2014/15
Median vehicle age at time of theft	13 years	11 years		10 years
% of stolen vehicles aged				
0 - 4 years	16.7%	19.2%		19.6%
5 - 9 years	17.9%	22.0%		21.7%
10 - 14 years	19.0%	19.5%		20.6%
15 - 19 years	18.5%	18.1%		17.9%
20 - 24 years	17.0%	11.1%		10.1%
25 - 29 years	5.4%	4.6%		4.5%
30+ years	1.7%	1.6%		1.7%
Unknown age	3.7%	3.9%		3.9%
Type of theft locations				
Residential	52.9%	55.4%		56.2%
Street	26.7%	23.4%		22.6%
Business/Commercial/Government Services	10.8%	11.1%		11.7%
Car Park	2.8%	2.9%		2.6%
Outdoor Space/facilities	2.0%	1.9%		2.0%
Time between theft and recovery				
% recovered within 1 day	39.9%	34.0%		33.0%
% recovered within 14 days	80.6%	76.0%		77.8%
% recovered within 30 days	86.8%	85.1%		87.3%
Mean distance between theft and recovery				
Metropolitan thefts	15.3 kms	16.6 kms		17.1 kms
Non-metropolitan thefts	31.9 kms	42.1 kms		39.3 kms

*Low numbers of thefts recorded in small jurisdictions may result in large percentage changes

See notes 1, 2, 3, 4, 5, 6 & 7 for further information.


Recovery rates
74%
PLCs
42%
Motorcycles

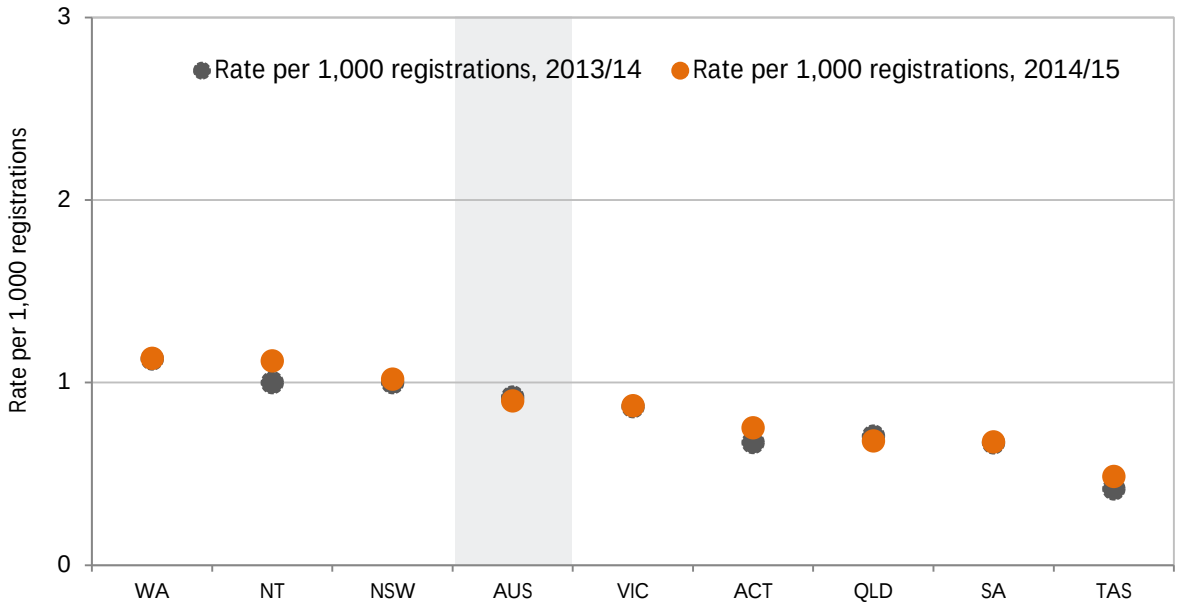
PROFIT MOTIVATED THEFT

- When adjusted for late recoveries, profit motivated thefts comprised 32% of all motor vehicle thefts in Australia in 2014/15. The 16,284 profit motivated thefts in 2014/15 represented a slight increase of 3% from the 2013/14 total of 15,847 thefts and was similar to the 2010/11 total of 16,238 thefts.

- Compared to 2013/14 figures only Queensland (-2%) recorded a reduction in profit motivated thefts during 2014/15 (after adjusting for late recoveries). The remaining jurisdictions all showed an increase in profit motivated thefts with the largest increases in the smaller jurisidctions where small theft numbers can lead to large percentage changes, eg. Tasmania (+19%), Northern Territory (+14%) and the Australian Capital Territory (+13%). Amongst the larger jurisdictions the increases ranged from +4% in News South Wales to +2% in South Australia.

- After adjusting for late recoveries, the rate of profit motivated thefts in Australia during 2014/15 was 0.88 thefts per 1,000 registrations, with three jurisdictions recording a higher rate, namely Western Australia (1.13), the Northern Territory (1.12) and New South Wales (1.02).

Figure 2: Profit motivated theft rate per 1,000 registrations for each jurisdiction, 2013/14 and 2014/15



See notes 1 & 3 for further information. See table 28 for rate values.

- Passenger/light commercial vehicles accounted for 64% of all profit motivated thefts in 2014/15 including large passenger vehicles which comprised 14% of the overall total.
- Motorcycles comprised 28% of all profit motivated thefts in 2014/15, which is almost three times larger than their 10% representation amongst short term thefts.
- The vehicles of choice for profit motivated thieves were 5 – 14 years old, accounting for two in every five (42%) profit motivated thefts in 2014/15.

Table 3: Profit motivated theft overview, 2010/11 to 2014/15

	2010/11	2013/14		2014/15
Total profit motivated thefts	16,238	15,847		16,906
Adjusted for late recoveries				16,284
% change from 2010/11 and 2013/14 to 2014/154 (Adjusted for late recoveries)			**v's 2010/11**	**v's 2013/14**
Australian Capital Territory*			-26.6%	12.9%
New South Wales			-21.5%	4.3%
Northern Territory*			54.0%	13.7%
Queensland			3.4%	-1.7%
South Australia			-11.7%	2.0%
Tasmania*			14.4%	18.6%
Victoria			23.8%	2.5%
Western Australia			40.3%	2.5%
Australia			0.3%	2.8%
Average number of thefts per day in Australia				
Adjusted for late recoveries	44.5	43.4		44.6
Theft rate per 1,000 registrations	0.96	0.87		0.91
Adjusted for late recoveries				0.88
Vehicle body type as % of thefts				
Passenger/light commercials	64.9%	62.9%		63.6%
- Small passenger vehicle	13.2%	11.3%		12.6%
- Medium passenger vehicle	6.8%	6.5%		5.6%
- Large passenger vehicle	16.9%	14.6%		14.3%
- Sports	3.0%	3.5%		3.0%
- SUV	7.2%	8.7%		8.8%
- People mover	1.4%	0.8%		0.7%
- Light commercial utility	9.4%	12.2%		12.9%
- Light commerical van	3.6%	2.9%		3.2%
- Motor home	0.1%	0.1%		0.1%
- Unknown passenger vehicle	3.3%	2.4%		2.3%
Motorcycles	26.3%	28.3%		27.6%
Other vehicles	8.8%	8.8%		8.8%

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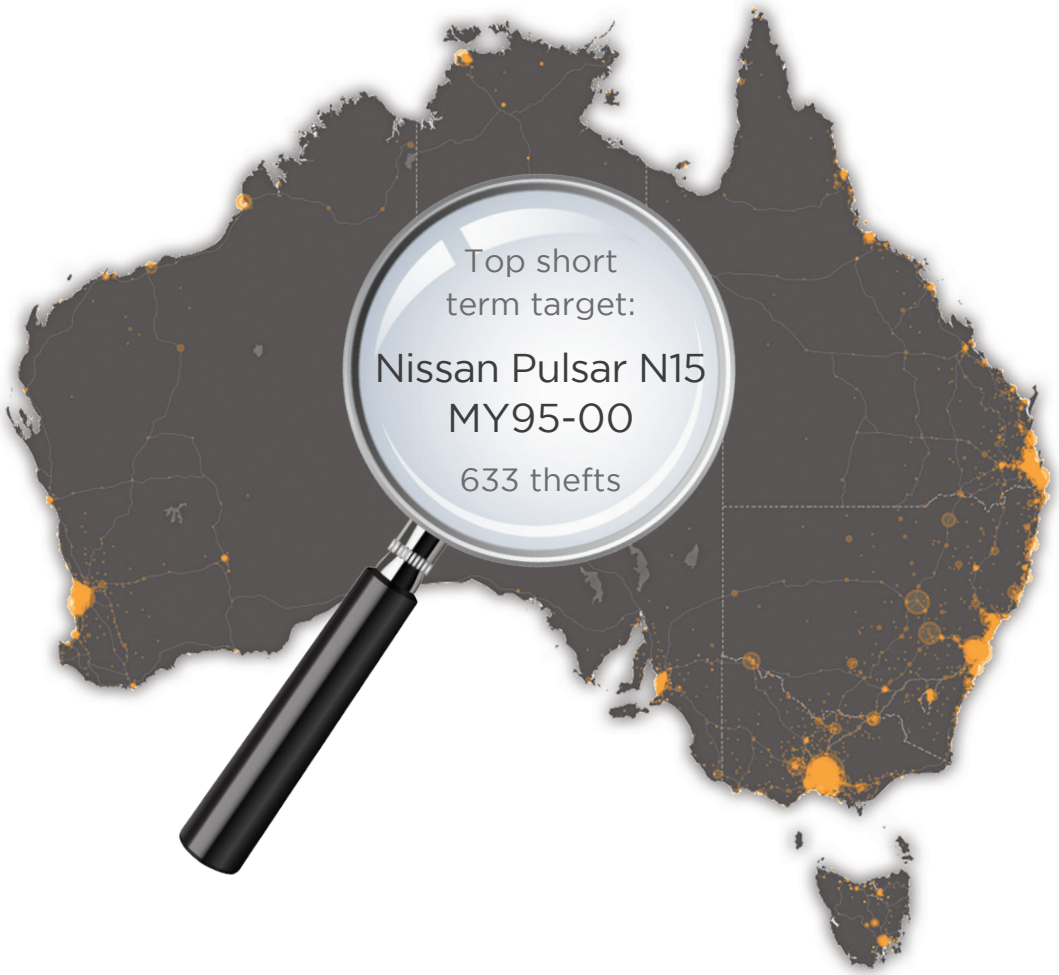
Table 3: Profit motivated theft overview, 2010/11 to 2014/15 (cont.)

	2010/11	2013/14		2014/15
Median vehicle age at time of theft	14 years	13years		13 years
% of stolen vehicles aged				
0 - 4 years	16.6%	14.1%		14.5%
5 - 9 years	18.6%	21.8%		22.3%
10 - 14 years	17.3%	19.5%		19.9%
15 - 19 years	15.1%	15.3%		15.5%
20 - 24 years	12.2%	9.7%		9.1%
25 - 29 years	4.6%	3.7%		3.9%
30+ years	2.5%	2.7%		2.6%
Unknown age	13.0%	13.2%		12.2%
Type of theft locations				
Residential	41.4%	44.5%		44.2%
Street	37.1%	33.6%		35.0%
Business/Commercial/Government Services	10.3%	10.1%		10.0%
Car Park	3.1%	3.2%		2.9%
Outdoor Space/Facilities	1.6%	1.8%		1.9%

*Low numbers of thefts recorded in small jurisdictions may result in large percentage changes

See notes 1, 2, 3, 4 & 5 for further information.


Top short
term target:
Nissan Pulsar N15
MY95-00
633 thefts

2014/15 SECTION 2

SHORT TERM VEHICLE THEFT

TRENDS

- There were 34,488 short term thefts recorded in 2014/15 which when adjusted for late recoveries corresponds to 35,110. This adjusted total was 1,761 (or 5%) less than the 36,871 recorded in the previous financial year (Table 4).
- The largest increase in short term thefts was seen in the Australian Capital Territory (+35%) followed by Tasmania (+10%) and the Northern Territory (-9%). All three of these jurisdictions have low overall theft numbers which can result in large percentage changes. Victoria was the only other jurisdiction to record an increase (+2%).
- The other jurisdictions recorded reductions in short term thefts, namely Queensland (-17%), South Australia (-14%), and Western Australia (-6%) and New South Wales (-4%).
- Short term thefts declined in all vehicle types in 2014/15. Motorcycles had the largest decrease in short term thefts (-9%) followed by Other vehicles (-8%) and passenger/light commercial vehicles with a -4% decline in short term thefts.
- Passenger and light commercial vehicles accounted for 87% of short term thefts during the year and 90% of Australia's registrations (Table 5).
- Motorcycles accounted for 10% of Australia's total short term thefts in 2014/15, however in Western Australia they represented 21% of all short term thefts. Western Australia has a slightly higher proportion of motorcycle registrations than all other jurisdictions (6% of Western Australia's registered fleet, compared to 5% nationally).
- Australia's rate of short term motor vehicle theft in 2014/15 equates to 1.90 thefts per 1,000 registered vehicles or 1.49 thefts per 1,000 population. This compares to 2010/11 rates of 2.37 and 1.80 respectively (Table 6).

Table 4: Number and rate of short term thefts by jurisdiction, 2013/14 and 2014/15*

Passenger/light commercials	ACT	NSW	NT	QLD	SA	TAS	VIC	WA	AUS
Thefts in 2014/15	607	7,317	889	5,515	1,735	1,037	8,304	4,444	29,848
Thefts in 2014/15 adjusted for late recoveries	616	7,493	897	5,564	1,754	1,049	8,491	4,491	30,355
Thefts in 2013/14	452	7,824	792	6,668	2,057	966	8,390	4,530	31,679
% change**	36.3%	-4.2%	13.3%	-16.6%	-14.7%	8.6%	1.2%	-0.9%	-4.2%
2014/15 theft rate per 1,000 registrations	2.35	1.56	6.61	1.58	1.41	2.56	1.97	2.29	1.82
2014/15 theft rate per 1,000 population	1.59	0.99	3.67	1.17	1.04	2.04	1.44	1.74	1.29
Motorcycles	ACT	NSW	NT	QLD	SA	TAS	VIC	WA	AUS
Thefts in 2014/15	46	583	99	508	215	75	629	1,251	3,406
Thefts in 2014/15 adjusted for late recoveries	46	614	99	515	222	82	659	1,275	3,512
Thefts in 2013/14	36	601	124	679	235	64	558	1,542	3,839
% change**	27.8%	2.2%	-20.2%	-24.2%	-5.5%	28.1%	18.1%	-17.3%	-8.5%
2014/15 theft rate per 1,000 registrations	3.48	2.79	13.42	2.59	3.90	3.80	3.33	9.77	4.15
2014/15 theft rate per 1,000 population	0.12	0.08	0.41	0.11	0.13	0.16	0.11	0.49	0.15
Other vehicles	ACT	NSW	NT	QLD	SA	TAS	VIC	WA	AUS
Thefts in 2014/15	13	355	33	299	34	10	215	275	1,234
Thefts in 2014/15 adjusted for late recoveries	13	362	33	299	34	10	215	277	1,243
Thefts in 2013/14	13	366	28	311	41	7	256	331	1,353
% change**	0.0%	-1.1%	17.9%	-3.9%	-17.1%	42.9%	-16.0%	-16.3%	-8.1%
2014/15 theft rate per 1,000 registrations	3.09	1.87	2.68	1.14	0.33	0.36	0.86	1.81	1.23
2014/15 theft rate per 1,000 population	0.03	0.05	0.14	0.06	0.02	0.02	0.04	0.11	0.05
All vehicles	ACT	NSW	NT	QLD	SA	TAS	VIC	WA	AUS
Thefts in 2014/15	666	8,255	1,021	6,322	1,984	1,122	9,148	5,970	34,488
Thefts in 2014/15 adjusted for late recoveries	675	8,469	1,029	6,378	2,010	1,141	9,365	6,043	35,110
Thefts in 2013/14	501	8,791	944	7,658	2,333	1,037	9,204	6,403	36,871
% change**	34.7%	-3.7%	9.0%	-16.7%	-13.8%	10.0%	1.7%	-5.6%	-4.8%
2014/15 theft rate per 1,000 registrations	2.42	1.62	6.62	1.60	1.43	2.49	1.97	2.69	1.90
2014/15 theft rate per 1,000 population	1.74	1.12	4.21	1.34	1.19	2.21	1.59	2.34	1.49

* The 2014/15 rates used in this table have been adjusted for late recoveries

** Low numbers of thefts recorded in small jurisdictions may result in large percentage changes

See notes 1, 2, 3, 5 & 8 for further information.

Table 5: Short term thefts by vehicle type in each jurisdiction, 2014/15*

	ACT	NSW	NT	QLD	SA	TAS	VIC	WA	AUS
Passenger/light commercial vehicles									
Number of thefts	616	7,493	897	5,564	1,754	1,049	8,491	4,491	30,355
% of all thefts	91.3%	88.5%	87.2%	87.2%	87.3%	91.9%	90.7%	74.3%	86.5%
Number registered	261,665	4,815,595	135,799	3,520,726	1,241,942	408,996	4,303,668	1,961,505	16,649,896
% of total registrations	93.8%	92.1%	87.3%	88.4%	88.6%	89.2%	90.6%	87.4%	90.0%
Motorcycles									
Number of thefts	46	614	99	515	222	82	659	1,275	3,512
% of all thefts	6.8%	7.2%	9.6%	8.1%	11.0%	7.2%	7.0%	21.1%	10.0%
Number registered	13,233	219,958	7,377	198,925	56,989	21,591	198,179	130,565	846,817
% of total registrations	4.7%	4.2%	4.7%	5.0%	4.1%	4.7%	4.2%	5.8%	4.6%
Other vehicles									
Number of thefts	13	362	33	299	34	10	215	277	1,243
% of all thefts	1.9%	4.3%	3.2%	4.7%	1.7%	0.9%	2.3%	4.6%	3.5%
Number registered	4,210	193,767	12,313	261,701	103,572	28,043	250,424	153,212	1,007,242
% of total registrations	1.5%	3.7%	7.9%	6.6%	7.4%	6.1%	5.3%	6.8%	5.4%
All vehicles									
Number of thefts	675	8,469	1,029	6,378	2,010	1,141	9,365	6,043	35,110
Number registered	279,108	5,229,320	155,489	3,981,352	1,402,503	458,630	4,752,271	2,245,282	18,503,955

* The 2014/15 thefts have been adjusted for late recoveries

See notes 1, 2 & 5 for further information.

Table 6: Short term theft rate per 1,000 registrations and per 1,000 population by jurisdiction, 2010/11 to 2014/15

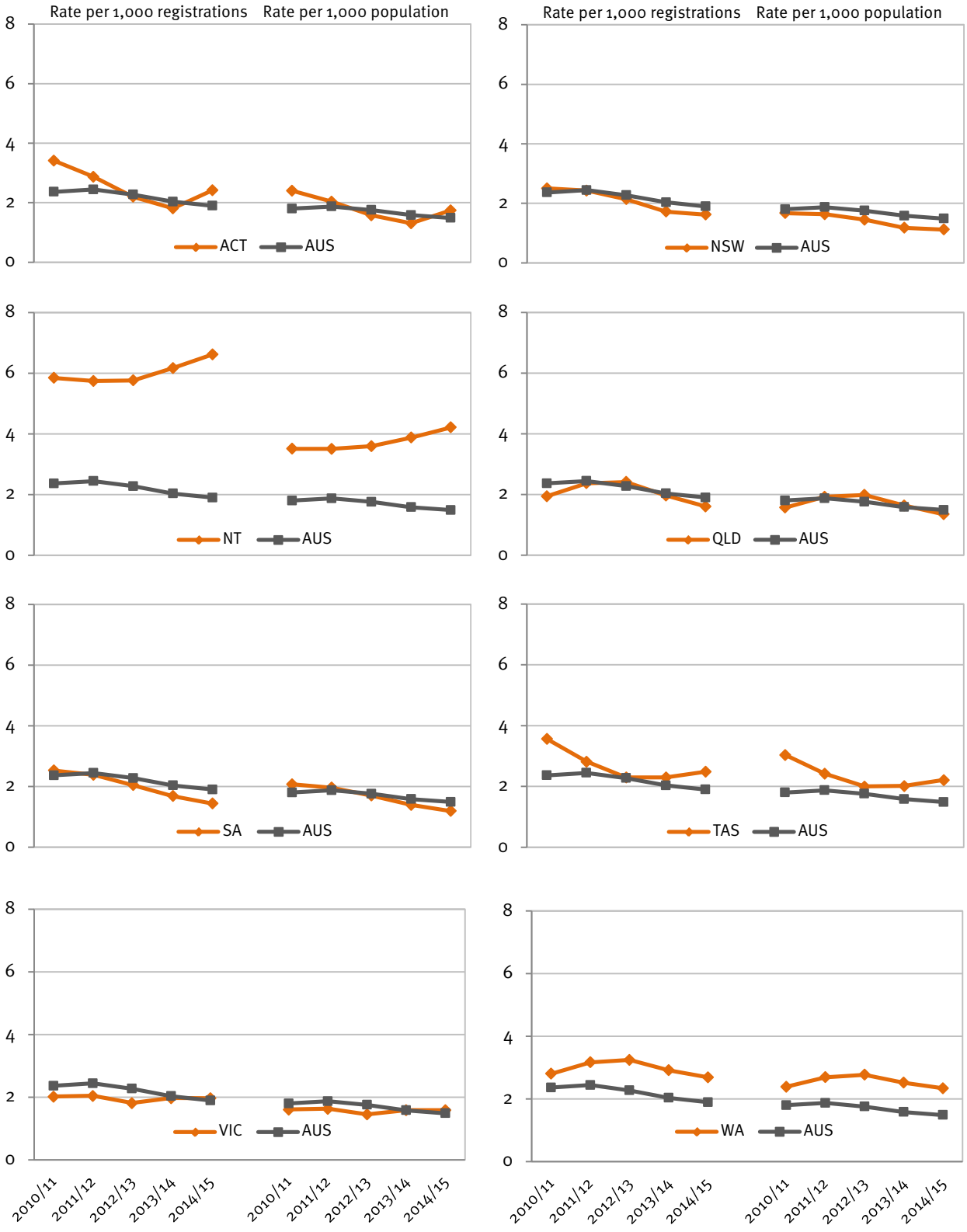
Theft rate per 1,000 registrations	ACT	NSW	NT	QLD	SA	TAS	VIC	WA	AUS
2010/11	3.42	2.50	5.85	1.94	2.53	3.57	2.03	2.80	2.37
2011/12	2.87	2.43	5.74	2.37	2.38	2.82	2.05	3.17	2.44
2012/13	2.20	2.14	5.76	2.41	2.04	2.30	1.82	3.24	2.27
2013/14	1.81	1.72	6.17	1.96	1.68	2.30	1.97	2.91	2.03
2014/15*	2.42	1.62	6.62	1.60	1.43	2.49	1.97	2.69	1.90

Theft rate per 1,000 population	ACT	NSW	NT	QLD	SA	TAS	VIC	WA	AUS
2010/11	2.40	1.67	3.51	1.56	2.07	3.04	1.61	2.39	1.80
2011/12	2.04	1.63	3.51	1.92	1.96	2.42	1.64	2.69	1.87
2012/13	1.57	1.45	3.59	1.98	1.70	2.00	1.46	2.77	1.76
2013/14	1.31	1.18	3.88	1.63	1.39	2.02	1.59	2.52	1.58
2014/15*	1.74	1.12	4.21	1.34	1.19	2.21	1.59	2.34	1.49

* The 2014/15 rates used in this table have been adjusted for late recoveries

See notes 1, 3 & 5 for further information.

Figure 3: Short term theft rate per 1,000 registrations and per 1,000 population by jurisdiction, 2010/11 to 2014/15*



* The 2014/15 rates used in these graphs have been adjusted for late recoveries

See notes 3 & 5 for further information.

WHAT TYPES OF VEHICLES WERE STOLEN?

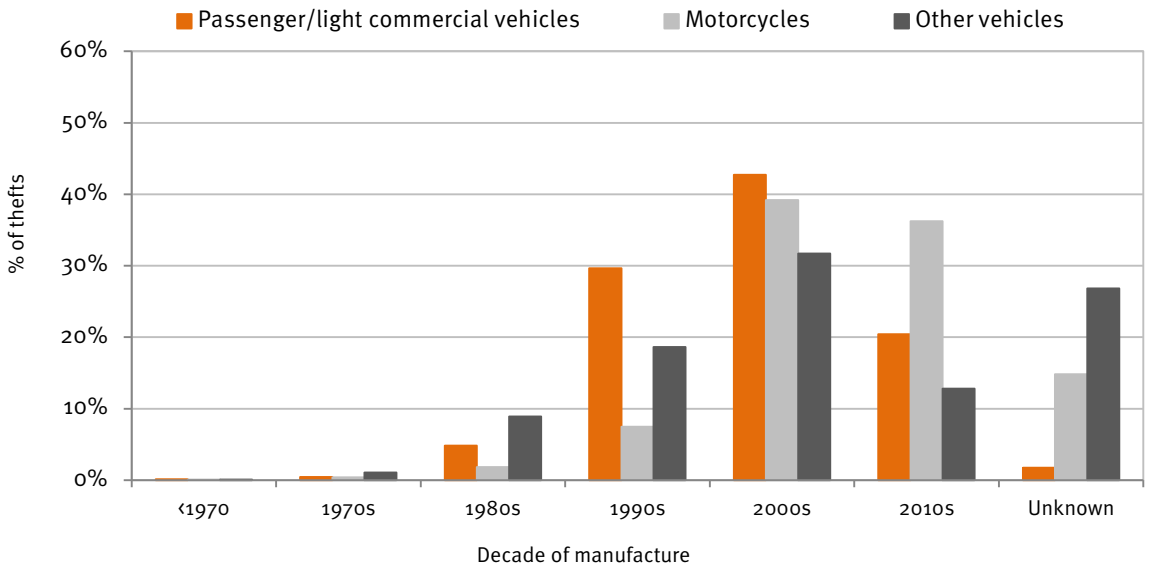
- Almost three quarters (72%) of short term PLC thefts were manufactured in the 1990s or 2000s, with a mean age of 12.2 years (Table 7).
- In contrast, motorcycles stolen in 2014/15 were considerably younger with three quarters (75%) manufactured from 2000 onwards and an average age of only 7.6 years.

Table 7: Short term thefts by decade of manufacture, 2014/15

Decade of manufacture	Number of thefts in past 12 months	% of thefts in past 12 months	% of registered fleet	Theft rate per 1,000 registrations
Passenger/light commercials				
‹1970	37	0.1%	0.7%	0.30
1970s	136	0.5%	0.9%	0.87
1980s	1,444	4.8%	2.3%	3.81
1990s	8,852	29.7%	17.0%	3.14
2000s	12,757	42.7%	48.8%	1.57
2010s	6,096	20.4%	30.2%	1.21
Unknown	526	1.8%	0.1%	-
Total - Passenger/light commercials	29,848	100.0%	100.0%	1.79
Motorcycles				
‹1970	3	0.1%	1.1%	0.31
1970s	14	0.4%	1.8%	0.91
1980s	62	1.8%	4.3%	1.69
1990s	254	7.5%	12.0%	2.49
2000s	1,334	39.2%	47.4%	3.32
2010s	1,234	36.2%	32.7%	4.46
Unknown	505	14.8%	0.6%	-
Total - Motorcycles	3,406	100.0%	100.0%	4.02
Other vehicles				
‹1970	1	0.1%	2.3%	0.04
1970s	13	1.1%	5.1%	0.25
1980s	110	8.9%	13.1%	0.84
1990s	230	18.6%	19.1%	1.19
2000s	391	31.7%	38.5%	1.01
2010s	158	12.8%	21.2%	0.74
Unknown	331	26.8%	0.8%	-
Total - Other vehicles	1,234	100.0%	100.0%	1.23

See notes 1, 2, 3 & 8 for further information.

Figure 4: Short term thefts by vehicle type and decade of manufacture, 2014/15

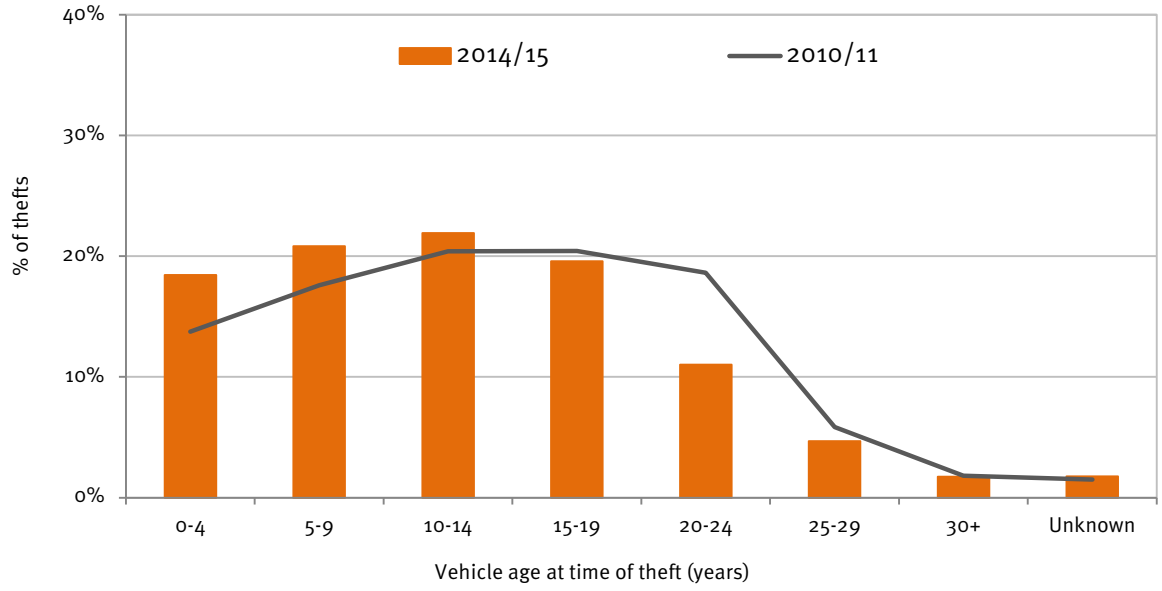


See notes 1 & 2 for further information.

PASSENGER AND LIGHT COMMERCIAL VEHICLES

- Compared to 5 years ago, there has been a shift away from thefts of passenger and light commercial vehicles aged 15 - 29 years towards vehicles aged less than 15 years old (Figure 5).

Figure 5: Short term passenger and light commercial thefts by age of vehicle, 2010/11 and 2014/15



See notes 1 & 2 for further information.

- Almost one in seven (14%) PLC vehicles in of Australia's registered fleet do not have an immobiliser. These non-immobilised vehicles comprised one third (28%) of all PLC short term thefts in 2014/15 (Table 8).

Table 8: Passenger/light commercial vehicle short term thefts and registrations by immobiliser presence in each jurisdiction, 2014/15

Immobiliser type	Number of thefts in past 12 months	% of thefts in past 12 months	Number registered	% of registered fleet	Theft rate per 1,000 registrations
ACT					
Australian Standard	401	66.1%	225,643	86.2%	1.78
Non-Australian Standard	14	2.3%	4,924	1.9%	2.84
No Immobiliser	192	31.6%	31,098	11.9%	6.17
	-	0.0%			
NSW					
Australian Standard	4,979	68.0%	4,062,643	84.4%	1.23
Non-Australian Standard	226	3.1%	97,787	2.0%	2.31
No Immobiliser	2,112	28.9%	655,165	13.6%	3.22
NT					
Australian Standard	607	68.3%	109,633	80.7%	5.54
Non-Australian Standard	17	1.9%	2,194	1.6%	7.75
No Immobiliser	265	29.8%	23,972	17.7%	11.05
QLD					
Australian Standard	4,210	76.3%	2,828,239	80.3%	1.49
Non-Australian Standard	198	3.6%	76,124	2.2%	2.60
No Immobiliser	1,107	20.1%	616,363	17.5%	1.80
SA					
Australian Standard	997	57.5%	958,015	77.1%	1.04
Non-Australian Standard	109	6.3%	44,629	3.6%	2.44
No Immobiliser	629	36.3%	239,298	19.3%	2.63
TAS					
Australian Standard	380	36.6%	286,366	70.0%	1.33
Non-Australian Standard	32	3.1%	11,841	2.9%	2.70
No Immobiliser	625	60.3%	110,789	27.1%	5.64
VIC					
Australian Standard	4,800	57.8%	3,561,698	82.8%	1.35
Non-Australian Standard	302	3.6%	137,016	3.2%	2.20
No Immobiliser	3,202	38.6%	604,954	14.1%	5.29
WA					
Australian Standard	4,072	91.6%	1,824,918	93.0%	2.23
Non-Australian Standard	160	3.6%	45,044	2.3%	3.55
No Immobiliser	212	4.8%	91,543	4.7%	2.32
Australia					
Australian Standard	20,446	68.5%	13,857,155	83.2%	1.48
Non-Australian Standard	1,058	3.5%	419,559	2.5%	2.52
No Immobiliser	8,344	28.0%	2,373,182	14.3%	3.52

See notes 1, 2, 3 & 9 for further information.

- The Nissan Pulsar N15 MY95-00 was the top short term theft target during the financial year with 633 thefts, followed by the Holden Commodore VE MY06-13 (556 thefts). They recorded an average value of $2,405 and $16,420 respectively (Table 9).

- The combined total of top 10 short term passenger and light commercial theft targets in 2014/15 accounted for 4,202 or 14% of PLC short term thefts and were valued at $31.8 million from a total of $331.5 million for all short term PLC thefts.

Table 9: Top passenger/light commercial vehicle short term theft targets by Make/Model/Series/Year Range, 2014/15

Ranking			Number of thefts		Sum of Glass's Guide value estimate	
2013/14	2014/15	Make Model Series Year Range	2013/14	2014/15	2013/14	2014/15
4	1	Nissan Pulsar N15 MY95_00	469	633	$1,337,531	$1,522,284
2	2	Holden Commodore VE MY06_13	623	556	$13,313,615	$9,129,434
1	3	Holden Commodore VT MY97_00	655	505	$2,761,520	$1,957,549
5	4	Holden Commodore VX MY00_02	414	422	$2,269,273	$2,109,045
6	5	Toyota Hilux MY05_11	408	405	$9,089,929	$7,082,194
7	6	Ford Falcon BA MY02_05	388	397	$3,345,586	$2,670,507
9	7	Holden Commodore VY MY02_04	333	347	$2,511,753	$2,206,403
3	8	Hyundai Excel X3 MY94_00	488	337	$953,272	$601,272
8	9	Ford Falcon AU MY98_02	343	307	$2,417,506	$1,987,891
11	10	Holden Commodore VZ MY04_06	290	293	$3,128,452	$2,487,714
13	11	Toyota Hilux MY98_04	271	264	$2,213,785	$1,587,364
21	12	Nissan Pulsar N14 MY91_95	208	244	$439,787	$438,529
14	13	Ford Falcon FG MY08_14	250	233	$6,156,303	$4,683,180
12	14	Toyota Corolla ZRE152R MY07_14	281	221	$5,149,752	$3,379,418
16	15	Nissan Navara D40 MY05_15	228	207	$6,244,018	$4,673,003
10	16	Holden Commodore VS MY95_97	305	195	$984,872	$603,754
19	17	Toyota Hilux MY89_97	214	193	$1,010,485	$781,109
18	18	Holden Astra TS MY99_05	218	191	$1,157,379	$659,456
18	19	Toyota Hiace MY90_04	218	190	$1,400,573	$1,024,355
23	20	Toyota Landcruiser 80 Series MY90_98	201	189	$1,513,508	$1,384,998
24	21	Toyota Corolla ZZE122R MY01_07	191	186	$1,575,634	$1,201,210
33	22	Nissan Patrol GU MY97+	153	180	$3,435,118	$3,190,276
70	23	Toyota Corolla ZRE182R MY12+	83	176	$1,858,990	$3,714,441
36	24	Mazda 3 BL MY09_14	147	172	$3,246,760	$3,293,382
28	25	Holden Commodore Ute VE MY07_13	176	170	$4,341,152	$3,457,929
32	26	Toyota Camry ACV40R MY06_12	156	169	$2,426,494	$2,171,662
51	27	Toyota Hilux MY12+	111	166	$3,592,526	$5,153,946
30	27	Mitsubishi Lancer CE MY96_04	168	166	$506,907	$389,233
20	27	Ford Falcon BF MY05_08	209	166	$2,656,417	$1,792,960
22	28	Mazda 3 BK MY04_09	205	165	$2,758,819	$1,663,788
29	28	Holden Rodeo RA MY03_08	174	165	$2,272,670	$1,586,073
36	29	Nissan Patrol GQ MY88_97	147	160	$801,671	$867,075
17	30	Toyota Camry SV21 MY87_93	220	153	$524,890	$368,330
27	30	Subaru Liberty MY95_98	178	153	$938,167	$765,875
31	30	Subaru Impreza MY93_98	165	153	$643,448	$501,049

See notes 1, 2 & 10 for further information.

- More than two fifths (44%) of PLCs stolen for short term theft in 2014/15 were valued at less than $5,000 and a further 19% were valued between $5,000 and $9,999. At the other end of the scale, 6% of PLC thefts were valued between $30,000 and $49,999 and only 2% were valued at $50,000 or more (Table 10).

- Large passenger vehicles are becoming less dominant amongst short term theft targets. In 2010/11 large passenger vehicles represented 26% of PLC short term thefts and by 2014/15 this had fallen to 20%. However, despite this decrease they are still over represented amongst theft targets as they comprised only 14% of the registered fleet in 2014/15 (Figure 6).

- Compared to five years ago, the proportion of small passenger and SUV's as short term theft targets have all increased. In 2014/15 small passenger vehicles comprised 28% of all PLC short term thefts, the largest vehicle category for short term thefts (Table 11).

Table 10: Short term passenger and light commercial thefts by Glass's Guide value estimates, 2014/15

Vehicle value categories	Number of thefts in past 12 months	% of thefts in past 12 months	Total estimated Glass's guide value	% of total estimated Glass's guide values
› $0 to ‹ $5,000	13,023	43.6%	$35,176,529	10.6%
$5,000 to ‹ $10,000	5,768	19.3%	$40,157,875	12.1%
$10,000 to ‹ $20,000	5,846	19.6%	$84,557,238	25.5%
$20,000 to ‹ $30,000	2,978	10.0%	$71,509,390	21.6%
$30,000 to ‹ $50,000	1,752	5.9%	$64,160,570	19.4%
$50,000+	481	1.6%	$35,968,138	10.8%
Grand total	29,848	100.0%	$331,529,740	100.0%

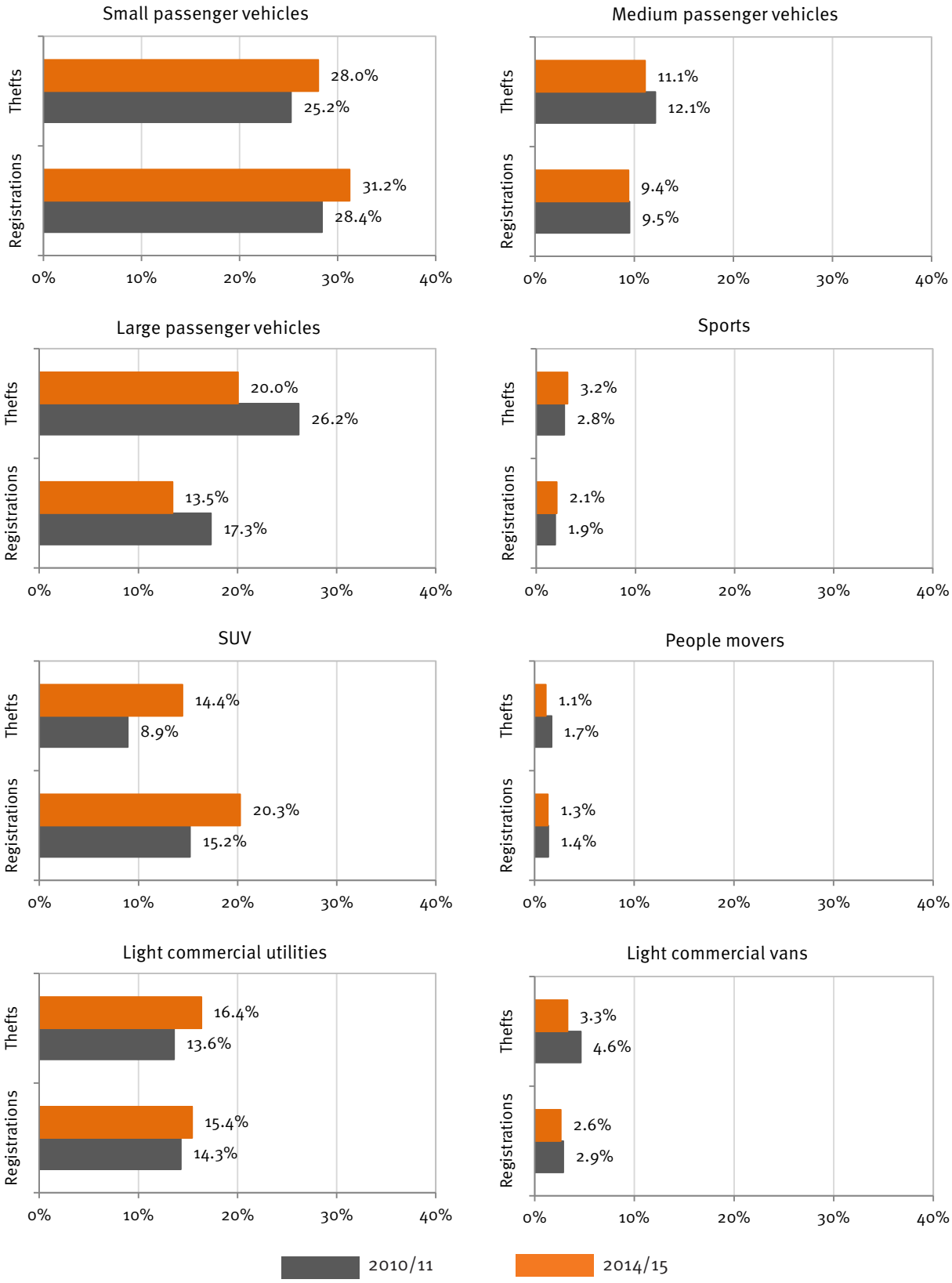
See notes 1, 2 & 10 for further information.

Table 11: Number and rate of short term thefts of passenger/light commercial vehicles by segment, 2013/14 and 2014/15

Vehicle segment	Number of thefts		% of thefts		Theft rate per 1,000 registrations	
	2013/14	2014/15	2013/14	2014/15	2013/14	2014/15
Small passenger	8,603	8,361	27.2%	28.0%	1.71	1.61
Medium passenger	3,637	3,313	11.5%	11.1%	2.32	2.11
Large passenger	6,897	5,982	21.8%	20.0%	2.91	2.67
Sports	1,042	942	3.3%	3.2%	3.20	2.75
SUV	4,142	4,311	13.1%	14.4%	1.34	1.28
People mover	362	342	1.1%	1.1%	1.63	1.52
Light commercial utility	4,958	4,881	15.7%	16.4%	2.01	1.90
Light commercial van	1,109	983	3.5%	3.3%	2.55	2.24
Motor home	12	19	0.0%	0.1%	0.53	0.82
Unknown passenger	917	714	2.9%	2.4%	1.15	1.06

See notes 1, 2 & 3 for further information.

Figure 6: Short term passenger/light commercial vehicle thefts and registrations by vehicle segment, 2010/11 and 2014/15



See notes 1 & 2 for further information.

Table 12: Top short term passenger/light commercial vehicle theft targets, 2013/14 and 2014/15

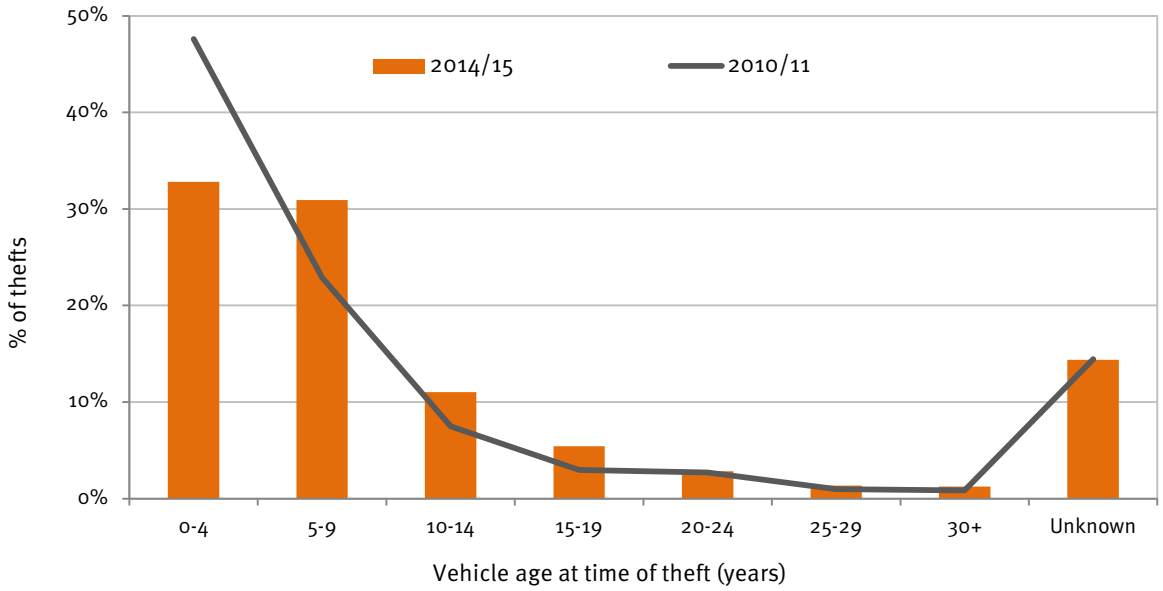
Segment / Make model series year	Number of thefts	
	2013/14	2014/15
Small passenger		
Nissan Pulsar N15 MY95_00	469	633
Hyundai Excel X3 MY94_00	488	337
Nissan Pulsar N14 MY91_95	208	244
Medium passenger		
Toyota Camry ACV40R MY06_12	156	169
Subaru Liberty MY95_98	178	153
Toyota Camry SV21 MY87_93	220	153
Large passenger		
Holden Commodore VE MY06_13	623	556
Holden Commodore VT MY97_00	655	505
Holden Commodore VX MY00_02	414	422
Sports		
Audi A5 8T MY07+	37	39
Subaru Impreza WRX MY99_00	32	36
Subaru Impreza WRX MY94_98	32	32
SUV		
Toyota Landcruiser 80 Series MY90_98	200	182
Nissan Patrol GQ MY88_97	130	144
Toyota Landcruiser 100 Series MY98_07	101	142
People mover		
Kia Carnival KV MY03_06	48	30
Toyota Tarago YR22 MY85_90	50	27
Toyota Tarago ACR30R MY00_06	16	26
Light commercial utility		
Toyota Hilux MY05_11	408	405
Toyota Hilux MY98_04	271	264
Nissan Navara D40 MY05_15	228	207
Light commercial van		
Toyota Hiace MY90_04	218	188
Mitsubishi Express SJ MY94_14	103	104
Toyota Hiace MY05+	85	96

See notes 1 & 2 for further information.

MOTORCYCLES

- Compared to 5 years ago, there has been a shift away from theft of motorcycles vehicles aged 0-4 years towards vehicles aged 5-19 years old (Figure 7).

Figure 7: Short term motorcycle thefts by age of vehicle, 2010/11 and 2014/15



See notes 1 & 2 for further information.

Table 13: Short term motorcycle thefts by market segment, 2013/14 and 2014/15

Vehicle segment	Number of thefts		% of thefts	
	2013/14	2014/15	2013/14	2014/15
On-road	2,097	1,822	54.6%	53.5%
- Standard	188	149	4.9%	4.4%
- Sports	489	527	12.7%	15.5%
- Touring	40	74	1.0%	2.2%
- Cruiser	63	72	1.6%	2.1%
- Scooter	1,160	874	30.2%	25.7%
- Unknown	157	126	4.1%	3.7%
Off-road	721	609	18.8%	17.9%
- ATV	120	92	3.1%	2.7%
- Dirt	132	135	3.4%	4.0%
- Sport	282	256	7.3%	7.5%
- Mini	53	40	1.4%	1.2%
- Unknown	134	86	3.5%	2.5%
Unknown motorcycle	1,021	975	26.6%	28.6%
Total motorcycles	3,839	3,406	100.0%	100.0%

See notes 1 & 2 for further information.

- One in five (20%) of the short term motorcycles thefts in 2014/15 were manufactured by Honda where make was recorded (Table 14).

- The top four motorcycle theft makes, namely Honda, Yamaha, Kawasaki and Suzuki comprised more than half (55%) of the known motorcycle short term thefts in 2014/15.

- Suzuki and Kawasaki had the largest increase in motorcycle short term thefts with +35 thefts (+12%) and +31 thefts (+11%) respectively, while Honda and Adly had the greatest reductions, down 117 thefts (-15%) and 76 thefts (-57%).

Table 14: Top motorcycle short term theft targets by make, 2013/14 and 2014/15

Ranking			Number of thefts		% of thefts	
2013/14	2014/15	Make	2013/14	2014/15	2013/14	2014/15
1	1	Honda	774	657	20.9%	19.9%
2	2	Yamaha	585	523	15.8%	15.9%
3	3	Kawasaki	295	326	8.0%	9.9%
4	4	Suzuki	281	316	7.6%	9.6%
6	5	KTM	145	155	3.9%	4.7%
8	6	SYM	125	125	3.4%	3.8%
5	7	Longjia	165	110	4.5%	3.3%
11	8	Hyosung	98	97	2.6%	2.9%
14	9	Piaggio	72	93	1.9%	2.8%
9	10	Vmoto	113	69	3.1%	2.1%
19	11	Triumph	43	68	1.2%	2.1%
12	12	Kymco	96	65	2.6%	2.0%
13	12	TGB	94	65	2.5%	2.0%
7	13	Adly	133	57	3.6%	1.7%
10	14	Bolwell	101	49	2.7%	1.5%
16	15	Harley Davidson	46	42	1.2%	1.3%
15	16	Vespa	61	37	1.6%	1.1%
18	17	Aprilia	44	34	1.2%	1.0%
22	18	Znen	22	32	0.6%	1.0%
21	18	Ducati	23	32	0.6%	1.0%
17	19	Baotian	45	29	1.2%	0.9%
20	20	Husqvarna	30	28	0.8%	0.8%
23	21	BMW	18	25	0.5%	0.8%
22	22	CFMoto	22	22	0.6%	0.7%
23	23	Sachs	18	17	0.5%	0.5%
25	24	Daelim	15	16	0.4%	0.5%
33	24	Bollini	5	16	0.1%	0.5%
35	25	Can-Am	3	13	0.1%	0.4%
23	26	PGO	18	11	0.5%	0.3%
29	27	Husaberg	9	10	0.2%	0.3%
24	28	BUG	16	9	0.4%	0.3%
26	28	Polaris	14	9	0.4%	0.3%
35	29	Giantco	3	8	0.1%	0.2%
27	29	FYM	12	8	0.3%	0.2%
30	30	Wangye	8	7	0.2%	0.2%

See notes 1, 2 & 10 for further information.

Table 15: Top motorcycle short term theft targets by make and model, 2013/14 and 2014/15

Motorcycle Make and Model	Segment	Short term thefts	
		2013/14	2014/15
Honda CT110 105cc MY80_11	On-road standard	99	71
Suzuki DR-Z400 398cc MY00+	Off-road dirt	42	43
Hyosung GT250 249cc MY02+	On-road sport	27	30
Honda CBR250R 249cc MY11+	On-road sport	14	29
Hyosung GT650 647cc MY03+	On-road sport	16	27
Yamaha WR450 449cc MY03+	Off-road sport	24	26
Kawasaki Ninja 300 296cc MY12+	On-road sport	8	26
Yamaha YZF-R1 998cc MY98+	On-road sport	43	24
Yamaha YZF-R6 599cc MY98+	On-road sport	26	23
Suzuki GSX-R600 599cc MY97+	On-road sport	23	22
Piaggio Zip 50 50cc MY03+	On-road scooter	9	19
Yamaha WR250 249cc MY90+	Off-road sport	21	17
Honda CBR250R 249cc MY88_98	On-road sport	16	17
Honda Lead 100 103cc MY06_11	On-road scooter	19	17
Suzuki GSX-R1000 999cc MY01+	On-road sport	10	16
Kawasaki KLX250 249cc MY93+	Off-road sport	15	15
Kawasaki Ninja 250R 249cc MY07_12	On-road sport	22	15
SYM Jolie 49cc MY03+	On-road scooter	11	14
Honda CBR600RR 599cc MY03+	On-road sport	13	13
KTM 450EXC 447cc MY02+	Off-road sport	5	11
Suzuki GSX-R750 749cc MY85+	On-road sport	13	11
Honda CBR125R 125cc MY07_12	On-road sport	17	11
Suzuki DR650SE 644cc MY98+	Off-road unknown	11	11
Yamaha Jog 49cc MY91_12	On-road scooter	13	11
Honda Today 50 49cc MY03+	On-road scooter	20	11

See notes 1 & 2 for further information.

- Motorcycles with an engine cubic capacity of 50 cc or less comprised almost one fifth (20%) of short term thefts in 2014/15 (Table 16).

- The majority (84%) of motorcycles stolen for short term use in 2014/15 were registered (Table 17).

Table 16: Short term motorcycle thefts by engine capacity, 2013/14 and 2014/15

Engine capacity	Number of thefts		% of thefts	
	2013/14	2014/15	2013/14	2014/15
50 cc or less	932	667	24.3%	19.6%
51 - 100 cc	43	41	1.1%	1.2%
101 - 150 cc	535	404	13.9%	11.9%
151 - 200 cc	102	60	2.7%	1.8%
201 - 250 cc	514	485	13.4%	14.2%
251 - 500 cc	316	328	8.2%	9.6%
501 - 750 cc	331	411	8.6%	12.1%
751 - 1000 cc	208	177	5.4%	5.2%
1001 cc or more	93	110	2.4%	3.2%
Unknown motorcycle	765	723	19.9%	21.2%

See notes 1 & 2 for further information.

Table 17: Short term motorcycle thefts by registration status, 2013/14 and 2014/15

Registration Status	Number of thefts		% of thefts	
	2013/14	2014/15	2013/14	2014/15
Registered	3,216	2,854	83.8%	83.8%
Unregistered	623	552	16.2%	16.2%
Grand Total	3,839	3,406	100.0%	100.0%

See notes 1 & 2 for further information.

OTHER VEHICLES

- Almost one third (31%) of other vehicle thefts in 2014/15 were aged 5-14 years old which has increased from 27% in 2010/11 (Figure 8).
- More than half (52%) of the short term other vehicle thefts in 2014/15 were heavy trucks (Table 18).
- Tractors followed by excavators made up the greatest proportion of heavy plant and equipment thefts, with 24% and 11% respectively.

Figure 8: Short term other vehicle thefts by age of vehicle, 2010/11 and 2014/15

See notes 1 & 2 for further information.

Table 18: Short term other vehicle theft by segment, 2013/14 and 2014/15

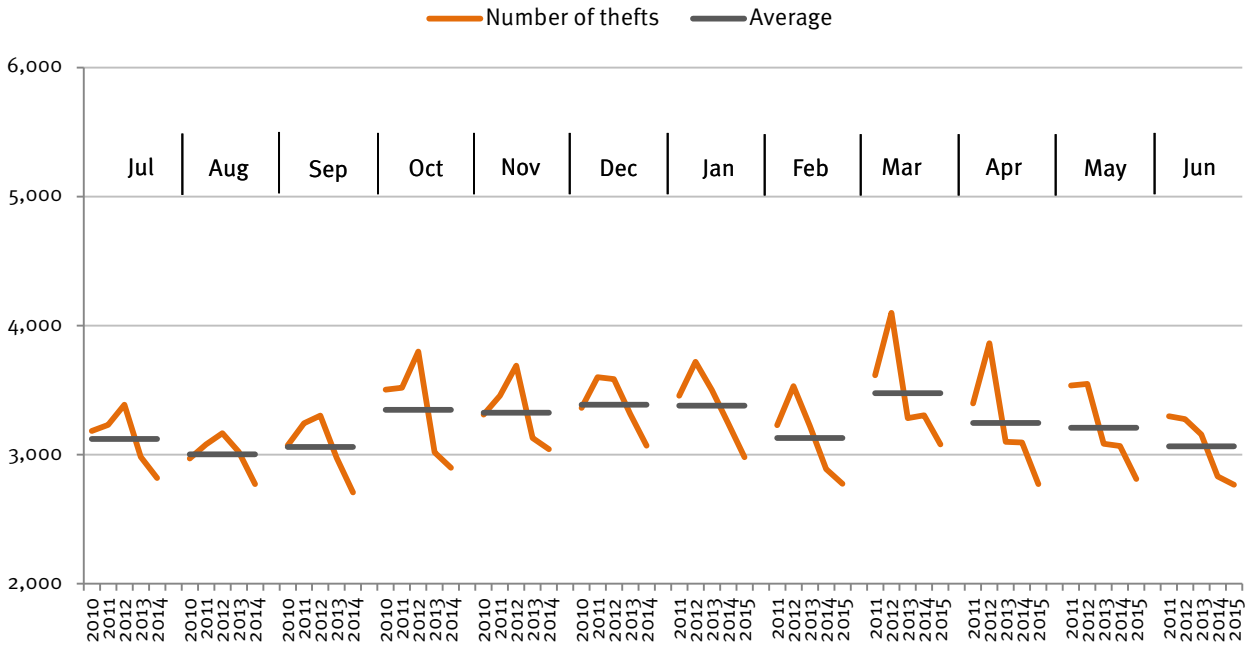
Engine capacity	Number of thefts		% of thefts	
	2013/14	2014/15	2013/14	2014/15
Heavy plant and equipment	284	249	21.0%	20.2%
- Tractor	74	60	26.1%	24.1%
- Excavator	26	27	9.2%	10.8%
- Skidsteer	22	26	7.7%	10.4%
- Loader	6	12	2.1%	4.8%
- Forklift	30	10	10.6%	4.0%
- Backhoe	5	9	1.8%	3.6%
- Mower	5	9	1.8%	3.6%
- Bulldozer	6	5	2.1%	2.0%
- Grader	2	3	0.7%	1.2%
- Roller	3	3	1.1%	1.2%
- Scraper	0	1	0.0%	0.4%
- Sweeper	2	1	0.7%	0.4%
- Other	0	1	0.0%	0.4%
- Crane	3	0	1.1%	0.0%
- Unknown	100	82	35.2%	32.9%
- Subtotal: Heavy plant and equipment	284	249	100.0%	100.0%
Heavy truck	705	646	52.1%	52.4%
Heavy unknown	5	2	0.4%	0.2%
Bus	91	87	6.7%	7.1%
Other - not elsewhere classified	63	55	4.7%	4.5%
Unknown body type	205	195	15.2%	15.8%

See notes 1 & 2 for further information.

WHEN WERE THEY STOLEN?

- On average, there were 2,874 short term thefts per month across Australia in 2014/15. This included 2,487 PLC thefts, 284 motorcycles thefts and 103 other vehicle thefts per month.
- Averaged over the past five years, short term thefts were generally low in the months of June, July, August and September. In contrast higher numbers of thefts were generally recorded between October and March each year with the exception of February which has fewer days.
- Since October 2012, there appears to be a general downward trend in short term thefts (Figure 9).
- In 2014/15 the highest number of thefts were recorded in March (3,079 thefts) and the lowest was in September (2,707).

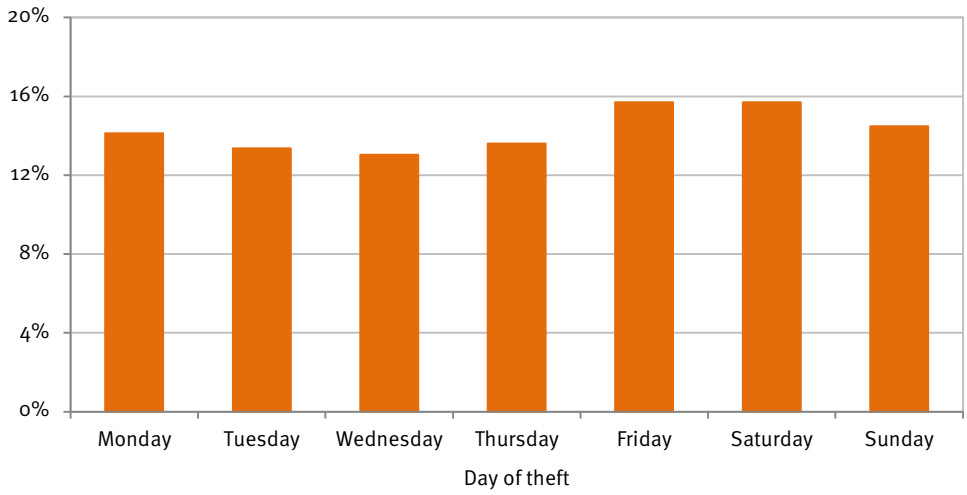
Figure 9: Number of short term thefts by month stolen, 2010/11 to 2014/15



See note 1 for further information.

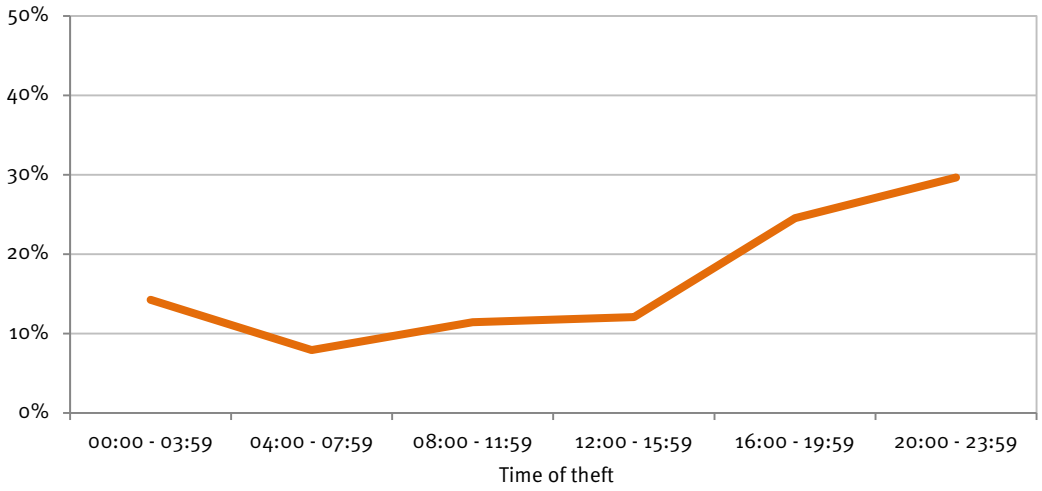
- Overall Fridays and Saturdays were the most popular days for short term thefts, each comprising 16% of thefts (Figure 10).
- Almost one third (30%) of short term thefts occurred between 8 pm and midnight. A further 25% occurred between 4 pm and 7.59 pm (Figure 11).

Figure 10: Number of short term thefts by day of week, 2014/15



See note 1 for further information.

Figure 11: Number of short term thefts by time of day, 2014/15



See notes 1 & 11 for further information.

- One third (33%) of all recorded short term PLC thefts in the past 12 months were recovered within 24 hours of the theft. By seven days this figure had increased to 69% and to 78% after 14 days. The length of time to recovery for other vehicles was similar to PLCs whereas motorcycles took slightly longer to be recovered with 61% after seven days and 71% after 14 days (Table 19).

Table 19: Time to recovery of short term thefts, 2014/15

Time interval between theft and recovery	Number of thefts	Cumulative % of recovered vehicles
Passenger and light commercials		
Less than 1 day	9,911	33.2%
1 day	3,707	45.6%
2 days	2,117	52.7%
3 days	1,528	57.8%
4 days	1,110	61.6%
5 days	907	64.6%
6 days	747	67.1%
7 days	675	69.4%
8 days	552	71.2%
9 days	423	72.6%
10 days	408	74.0%
11 days	389	75.3%
12 days	364	76.5%
13 days	321	77.6%
14 days	256	78.4%
15 to 30 days	2,862	88.0%
31 to 60 days	1,809	94.1%
61 to 90 days	694	96.4%
91 to 180 days	695	98.8%
181 to 365 days	289	99.7%
Unknown	84	100.0%
Motorcycles		
Less than 1 day	1,008	29.6%
1 day	331	39.3%
2 days	223	45.9%
3 days	166	50.7%
4 days	121	54.3%
5 days	86	56.8%
6 days	67	58.8%
7 days	74	61.0%
8 days	67	62.9%
9 days	53	64.5%
10 days	40	65.6%
11 days	47	67.0%
12 days	42	68.3%
13 days	47	69.6%
14 days	42	70.9%
15 to 30 days	326	80.4%
31 to 60 days	293	89.0%
61 to 90 days	124	92.7%
91 to 180 days	163	97.5%
181 to 365 days	76	99.7%
Unknown	10	100.0%

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Table 19: Time to recovery of short term thefts, 2014/15 (cont.)

Time interval between theft and recovery	Number of thefts	Cumulative % of recovered vehicles
Other vehicles		
Less than 1 day	459	37.2%
1 day	164	50.5%
2 days	83	57.2%
3 days	60	62.1%
4 days	44	65.6%
5 days	30	68.1%
6 days	32	70.7%
7 days	28	72.9%
8 days	23	74.8%
9 days	13	75.9%
10 days	14	77.0%
11 days	10	77.8%
12 days	14	78.9%
13 days	7	79.5%
14 days	11	80.4%
15 to 30 days	116	89.8%
31 to 60 days	51	93.9%
61 to 90 days	23	95.8%
91 to 180 days	24	97.7%
181 to 365 days	18	99.2%
Unknown	10	100.0%

See notes 1, 2 & 6 for further information.

WHERE WERE THEY STOLEN?

- The top local government areas (LGA) for volume of short term thefts were the large and densely populated Cities of Brisbane (1,578 thefts) and the Gold Coast (889 thefts) (Table 20).

Table 20: Top 50 areas for short term thefts ranked by number of thefts, 2013/14 and 2014/15

State / Territory	LGA name	Number of thefts		Theft rate per 1,000 population	
		2013/14	2014/15	2013/14	2014/15
QLD	Brisbane (City)	1,766	1,578	1.56	1.38
QLD	Gold Coast (City)	989	889	1.84	1.63
ACT	Greater ACT	501	666	1.31	1.73
QLD	Logan (City)	890	645	2.96	2.11
WA	Stirling (City)	632	635	2.83	2.79
VIC	Hume (City)	597	621	3.26	3.29
VIC	Greater Geelong (City)	444	553	2.01	2.46
VIC	Brimbank (City)	522	517	2.67	2.62
NSW	Blacktown (City)	481	499	1.48	1.50
QLD	Moreton Bay (Regional Council)	484	490	1.18	1.17
VIC	Whittlesea (City)	471	451	2.63	2.41
NT	Darwin (City)	439	449	5.33	5.41
VIC	Darebin (City)	539	435	3.67	2.92
VIC	Moreland (City)	533	429	3.33	2.62
VIC	Casey (City)	390	424	1.42	1.50
QLD	Townsville (City)	635	403	3.36	2.10
VIC	Greater Dandenong (City)	350	389	2.39	2.60
QLD	Cairns (Regional Council)	322	376	1.91	2.20
VIC	Wyndham (City)	243	346	1.28	1.73
WA	Wanneroo (City)	369	332	2.07	1.79
NSW	Liverpool (City)	246	311	1.26	1.56
NSW	Lake Macquarie (City)	324	310	1.61	1.53
VIC	Melbourne (City)	317	300	2.72	2.45
WA	Swan (City)	324	299	2.59	2.30
NSW	Penrith (City)	284	297	1.49	1.53
WA	Gosnells (City)	298	286	7.38	6.96
NSW	Wollongong (City)	352	284	1.72	1.37
QLD	Sunshine Coast (Regional Council)	304	282	0.92	0.84
WA	Cockburn (City)	279	275	2.70	2.58
NSW	Wyong (Area)	230	272	1.46	1.71
NSW	Sydney (City)	285	269	1.49	1.36
NSW	Bankstown (City)	306	261	1.55	1.30
QLD	Ipswich (City)	464	261	2.54	1.39
VIC	Port Phillip (City)	262	258	2.56	2.46
SA	Salisbury (City)	327	258	2.41	1.88
WA	Belmont (City)	236	256	5.89	6.25
SA	Port Adelaide Enfield (City)	310	254	2.57	2.08
VIC	Ballarat (City)	166	250	1.68	2.49
NSW	Newcastle (City)	247	243	1.56	1.52
VIC	Yarra (City)	292	238	3.50	2.75
VIC	Monash (City)	234	233	1.28	1.26
VIC	Knox (City)	214	228	1.38	1.47
NSW	Fairfield (City)	262	228	1.30	1.12
VIC	Maribyrnong (City)	244	225	3.08	2.75
NT	Palmerston (City)	205	222	6.34	6.52
WA	Geraldton-Greenough (City)	176	222	33.54	40.76
VIC	Melton (Shire)	241	221	1.96	1.73
SA	Charles Sturt (City)	266	218	2.39	1.93
TAS	Glenorchy (City)	253	217	5.56	4.76
TAS	Launceston (City)	119	216	1.77	3.22
WA	Armadale (City)	241	216	3.27	2.78

See notes 1, 3 & 12 for further information.

- When expressed as a rate per 1,000 population, the top theft areas were the City of Perth (9.63 thefts per 1,000 population), the Shire of Broome (9.13) and the City of Gosnells (6.96) (Table 21).

Table 21: Top 50 areas for short term thefts ranked by theft rate per 1,000 population, 2013/14 and 2014/15

State / Territory	LGA name	Number of thefts		Theft rate per 1,000 population	
		2013/14	2014/15	2013/14	2014/15
WA	Perth (City)	157	200	7.74	9.63
WA	Broome (Shire)	127	158	7.36	9.13
WA	Gosnells (City)	298	286	7.38	6.96
NT	Palmerston (City)	205	222	6.34	6.52
WA	Belmont (City)	236	256	5.89	6.25
WA	Port Hedland (Town)	97	99	5.89	5.89
NSW	Moree Plains (Area)	70	81	4.91	5.75
NT	Darwin (City)	439	449	5.33	5.41
NT	Katherine (Town)	28	55	2.53	4.93
WA	Fremantle (City)	183	149	6.04	4.82
TAS	Glenorchy (City)	253	217	5.56	4.76
NT	Alice Springs (Town)	143	132	4.98	4.60
WA	Victoria Park (Town)	175	171	4.65	4.48
TAS	Brighton (Municipality)	101	70	6.39	4.43
WA	Roebourne (Shire)	89	116	3.44	4.35
SA	Adelaide (City)	80	88	3.60	3.88
TAS	Hobart (City)	167	187	3.31	3.69
NSW	Dubbo (City)	135	152	3.29	3.66
WA	East Pilbara (Shire)	63	43	4.86	3.30
VIC	Hume (City)	597	621	3.26	3.29
TAS	Launceston (City)	119	216	1.77	3.22
TAS	Clarence (City)	171	167	3.19	3.09
WA	Bunbury (City)	151	103	4.49	3.01
NT	Litchfield (Municipality)	31	66	1.44	2.98
NSW	Orange (City)	107	121	2.62	2.92
VIC	Darebin (City)	539	435	3.67	2.92
WA	Kalgoorlie/Boulder (City)	121	95	3.58	2.85
WA	Northam (Shire)	35	33	3.04	2.84
NSW	Wagga Wagga (City)	88	176	1.42	2.80
WA	Stirling (City)	632	635	2.83	2.79
WA	Armadale (City)	241	216	3.27	2.78
VIC	Maribyrnong (City)	244	225	3.08	2.75
VIC	Yarra (City)	292	238	3.50	2.75
NSW	Griffith (City)	60	70	2.36	2.71
WA	Bassendean (Town)	68	44	4.27	2.70
WA	Kwinana (Town)	110	97	3.20	2.68
NSW	Kempsey (Area)	126	78	4.29	2.63
VIC	Moreland (City)	533	429	3.33	2.62
WA	Bayswater (City)	187	185	2.69	2.62
VIC	Brimbank (City)	522	517	2.67	2.62
VIC	Greater Dandenong (City)	350	389	2.39	2.60
WA	Cockburn (City)	279	275	2.70	2.58
VIC	Ballarat (City)	166	250	1.68	2.49
VIC	Greater Geelong (City)	444	553	2.01	2.46
VIC	Port Phillip (City)	262	258	2.56	2.46
VIC	Melbourne (City)	317	300	2.72	2.45
VIC	Whittlesea (City)	471	451	2.63	2.41
NSW	Albury (City)	103	121	2.05	2.37
QLD	Hinchinbrook (Shire)	14	27	1.20	2.34
WA	Swan (City)	324	299	2.59	2.30
SA	Playford (City)	270	200	3.18	2.30

See notes 1, 3 & 13 for further information.

- The largest increase in short term thefts were recorded in the City of Greater Geelong, Victoria (+109 thefts) and the greatest reduction was seen in the City of Logan, Queensland (-245 thefts) (Table 20).

Table 22: Top areas with the largest reduction and largest increase in short term thefts, by jurisdiction, 2014/15

Largest reduction in thefts			Largest increase in thefts		
Region name	**Reduction in thefts**	**Total no. of thefts**	**Region name**	**Increase in thefts**	**Total no. of thefts**
ACT (SLA)			**ACT (SLA)**		
Melba	-6	0	Greenway	+18	21
Mitchell	-6	1	Belconnen Town Centre	+17	31
Red Hill	-6	6	Gordon	+10	16
NSW (LGA)			**NSW (LGA)**		
Parramatta (City)	-86	179	Wagga Wagga (City)	+88	176
Campbelltown (City)	-74	203	Liverpool (City)	+65	311
Wollongong (City)	-68	284	Wyong (Area)	+42	272
NT (LGA)			**NT (LGA)**		
Alice Springs (Town)	-11	132	Litchfield (Municipality)	+35	66
West Arnhem (Shire)	-6	3	Katherine (Town)	+27	55
Unincorporated NT	-4	21	Palmerston (City)	+17	222
QLD (LGA)			**QLD (LGA)**		
Logan (City)	-245	645	Cairns (Regional Council)	+54	376
Townsville (City)	-232	403	Hinchinbrook (Shire)	+13	27
Ipswich (City)	-203	261	Charters Towers (Regional Council)	+7	18
SA (LGA)			**SA (LGA)**		
Playford (City)	-70	200	Whyalla (City)	+13	24
Salisbury (City)	-69	258	Adelaide (City)	+8	88
Port Adelaide Enfield (City)	-56	254	Loxton Waikerie (District Council)	+6	12
TAS (LGA)			**TAS (LGA)**		
Glenorchy (City)	-36	217	Launceston (City)	+97	216
Brighton (Municipality)	-31	70	Devonport (City)	+40	57
Sorell (Municipality)	-14	15	Hobart (City)	+20	187
VIC (LGA)			**VIC (LGA)**		
Moreland (City)	-104	429	Greater Geelong (City)	+109	553
Darebin (City)	-104	435	Wyndham (City)	+103	346
Yarra (City)	-54	238	Ballarat (City)	+84	250
Boroondara (City)	-54	124			
WA (LGA)			**WA (LGA)**		
Rockingham (City)	-117	208	Geraldton-Greenough (City)	+46	222
Bunbury (City)	-48	103	Perth (City)	+43	200
Canning (City)	-44	165	Broome (Shire)	+31	158

See note 1 for further information.

- Three in every five (60%) short term passenger and light commercial thefts in 2014/15 were recovered within the same LGA as the theft. A further 29% were recovered in a different LGA but within the same jurisdiction and 1% were recovered interstate. In 10% of cases the information provided was insufficient to determine the LGA where the vehicle was recovered (Table 23).

Table 23: Short term passenger and light commercial thefts by recovery location for selected jurisdictions and body type, 2014/15

Theft and recovery locations	Number of thefts	% of thefts
Passenger and light commercials		
Theft recovered within the same LGA as the theft	9,920	60.1%
Theft recovered in a different LGA in the same state	4,725	28.6%
Theft recovered interstate	180	1.1%
Unknown	1,668	10.1%
Total	16,493	100.0%
Motorcycles		
Theft recovered within the same LGA as the theft	1,022	69.1%
Theft recovered in a different LGA in the same state	301	20.3%
Theft recovered interstate	2	0.1%
Unknown	155	10.5%
Total	1,480	100.0%
Other vehicles		
Theft recovered within the same LGA as the theft	423	57.9%
Theft recovered in a different LGA in the same state	200	27.4%
Theft recovered interstate	8	1.1%
Unknown	100	13.7%
Total	731	100.0%

See notes 1, 2 & 14 for further information.

- Drilling down further, 33% of passenger and light commercial vehicles were recovered within the same suburb as the theft and another 30% were recovered outside of the theft suburb but within 10kms of the theft location (Table 24).

- On the other hand, a greater proportion of motorcycles were recovered within the same suburb as the theft (48%) and another 23% were recovered outside of the theft suburb but within 10kms of the theft location.

- On average, vehicles stolen in metropolitan areas were recovered 17.1 kms away and 39.3 kms in non-metropolitan areas.

Table 24: Distance between short term passenger and light commercial thefts and recoveries for selected jurisdictions, 2014/15

Distance between thefts and recovery	Number of thefts	% of thefts
Passenger and light commercials		
Same suburb	5,559	32.5%
› 0 to ‹ 5 kms	2,931	17.1%
5 to ‹ 10 kms	2,191	12.8%
10 to ‹ 25 kms	2,570	15.0%
25 to ‹ 50 kms	1,039	6.1%
50 to ‹ 100 kms	602	3.5%
100 to ‹ 250 kms	337	2.0%
250 kms+	347	2.0%
Unknown	1,524	8.9%
Grand Total	17,100	100.0%
Motorcycles		
Same suburb	728	47.7%
› 0 to ‹ 5 kms	220	14.4%
5 to ‹ 10 kms	125	8.2%
10 to ‹ 25 kms	153	10.0%
25 to ‹ 50 kms	94	6.2%
50 to ‹ 100 kms	46	3.0%
100 to ‹ 250 kms	13	0.9%
250 kms+	8	0.5%
Unknown	139	9.1%
Grand Total	1,526	100.0%
Other vehicles		
Same suburb	271	36.4%
› 0 to ‹ 5 kms	103	13.8%
5 to ‹ 10 kms	73	9.8%
10 to ‹ 25 kms	108	14.5%
25 to ‹ 50 kms	41	5.5%
50 to ‹ 100 kms	27	3.6%
100 to ‹ 250 kms	12	1.6%
250 kms+	11	1.5%
Unknown	98	13.2%
Grand Total	744	100.0%

See notes 1, 2 , 7 & 15 for further information.

- In 2014/15, half (56%) of all short term thefts occurred at a residential location (e.g. dwelling or residential shed/garage). The second most popular type of location was the street wit35% of thefts (Table 25).

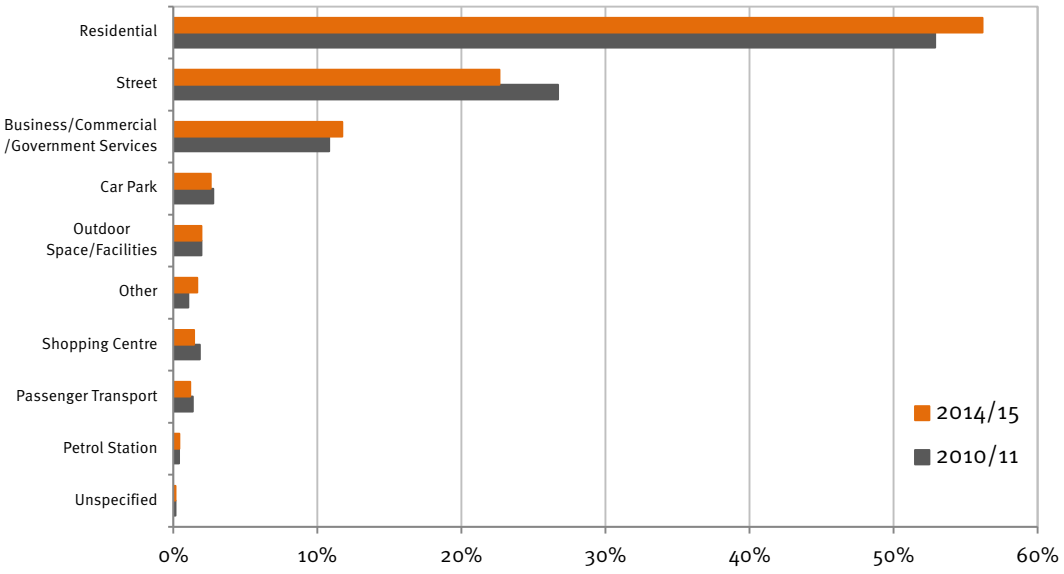
Table 25: Short term thefts by type of location, 2014/15

Type of theft location	Number of thefts	% of thefts
Residential	7,992	56.2%
Street	3,221	22.6%
Business/Commercial/Government Services	1,668	11.7%
Car Park	369	2.6%
Outdoor Space/Facilities	278	2.0%
Other	239	1.7%
Shopping Centre	205	1.4%
Passenger Transport	169	1.2%
Petrol Station	60	0.4%
Unspecified	24	0.2%
Grand Total	14,225	100.0%

See notes 1 & 4 for further information.

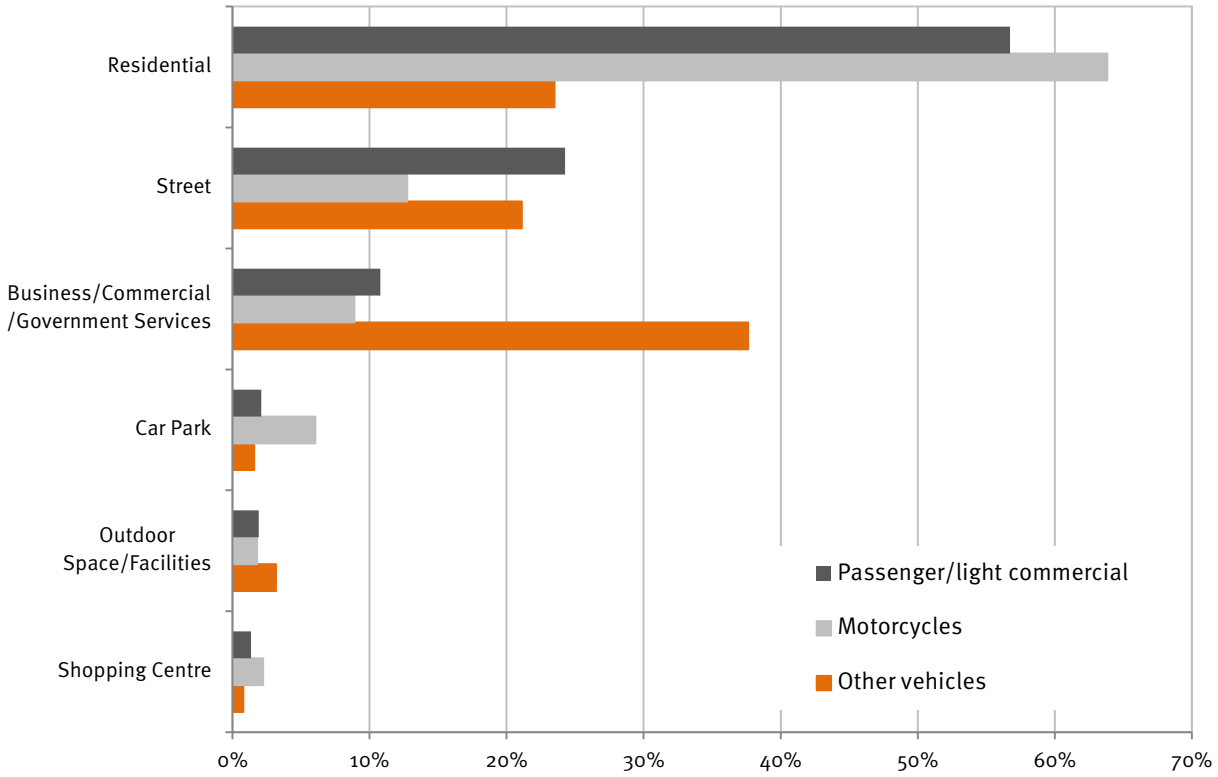
- Compared to 2010/11 there has been an increase in thefts from residential locations, with 53% of thefts in 2010/11 compared to 56% in 2014/15 (Figure 12).
- The 2014/15 period revealed that motorcycles were more likely to be stolen from a residential dwelling or residential shed/garage than PLCs (64% compared to 57% respectively) and significantly less likely to be stolen from the street (13% compared to 24%) (Figure 13).
- The proportion of short term thefts from metropolitan areas ranges from a high of almost 100% in the Australian Capital Territory and 86% in South Australia to a low of 49% in Queensland (Figure 14).

Figure 12: Short term thefts by top location types, 2010/11 and 2014/15



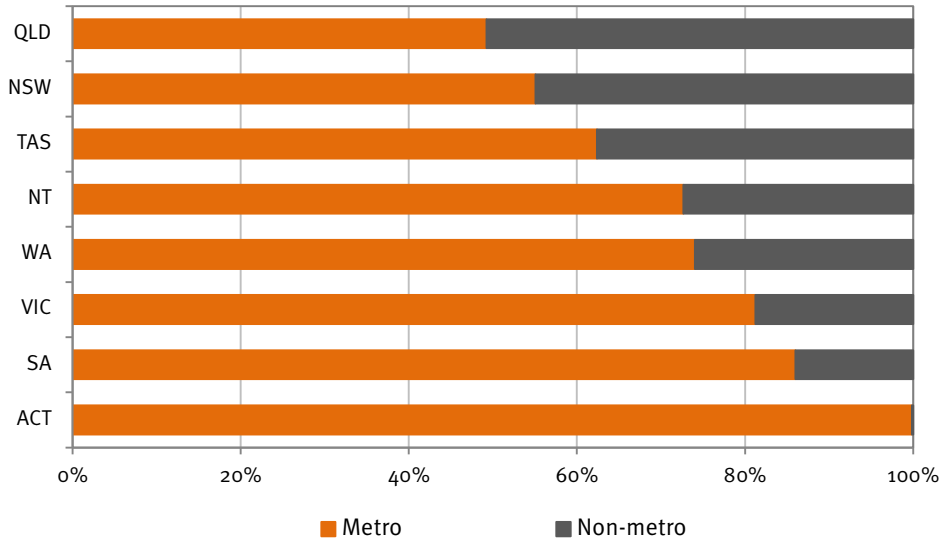
See notes 1 & 4 for further information.

Figure 13: Short term thefts by top location types and vehicle types, 2014/15



See notes 1 & 4 for further information.

Figure 14: Proportion of short term thefts by area type and jurisdiction, 2014/15



See note 1 for further information.


Profit
motivated thefts:
$103.1m
Median value
$5,595

2014/15 SECTION 3

PROFIT MOTIVATED VEHICLE THEFT

TRENDS

- There were 16,906 profit motivated thefts recorded in 2014/15. After adjusting for late recoveries, the total (16,284 thefts) increased by 3% from the 15,847 recorded in the previous financial year (Table 26).
- When compared to 2013/14 the only reduction in profit motivated thefts was in Queensland (-2%).
- In the remaining larger jurisdictions there were increases of +4% in New South Wales, +3% in Victoria and Western Australia and +2% in South Australia. The smaller jurisdictions all recorded larger increases ranging from +13% in the Australian Capital Territory to +19% in Tasmania, but these figures are based on very small numbers which can cause in large percentage changes.
- When analysed by body type profit motivated theft of PLCs increased +3%, motorcycles +2% and other vehicles +6%.
- Western Australia's overall 3% increase comprised a 9% increase in profit motivated PLC thefts but a 2 % reduction in profit motivated motorcycles thefts. By contrast South Australia recorded a 4% reduction in profit motivated PLC thefts but a 23% increase in profit motivated motorcycle thefts.
- PLC vehicles accounted for 90% of Australia's registrations but only 63% of all profit motivated thefts during the 2014/15 financial year. In contrast motorcycles accounted for 5% of registrations but 28% of Australia's profit motivated thefts in 2014/15 (Table 27).
- Motorcycle theft is particularly high in both Western Australia and the Northern Territory where they each represent 44% and 41% of all profit motivated thefts, respectively.
- A 30% increase in profit motivated thefts of other vehicles was recorded during in New South Wales (+132 thefts) in 2014/15, although this may be in part due to improved recorded and coding practises for unregistered vehicles.
- Australia's yearly profit motivated theft rate equates to 0.88 thefts per 1,000 registered vehicles or 0.69 thefts per 1,000 population in 2014/15. This compares to 0.96 thefts per 1,000 registered vehicles or 0.73 thefts per 1,000 population in 2010/11 (Table 28).
- The estimated value of profit motivated PLC stolen in 2014/15 was $103.1 million, up from the 99.5 million in 2013/14.

Table 26: Number and rate of profit motivated thefts by jurisdiction, 2013/14 and 2014/15*

Passenger/light commercials	ACT	NSW	NT	QLD	SA	TAS	VIC	WA	AUS
Thefts in 2014/15	139	4,082	106	1,730	630	134	2,875	1,057	10,753
Thefts in 2014/15 adjusted for late recoveries	130	3,906	98	1,681	611	122	2,688	1,010	10,246
Thefts in 2013/14	108	3,813	67	1,725	634	105	2,594	925	9,971
% Change**	20.4%	2.4%	46.3%	-2.6%	-3.6%	16.2%	3.6%	9.2%	2.8%
2014/15 theft rate per 1,000 registrations*	0.50	0.81	0.72	0.48	0.49	0.30	0.62	0.51	0.62
2014/15 theft rate per 1,000 population*	0.34	0.52	0.40	0.35	0.36	0.24	0.46	0.39	0.43
Motorcycles									
Thefts in 2014/15	78	913	71	825	323	74	1,243	1,145	4,672
Thefts in 2014/15 adjusted for late recoveries	78	882	71	818	316	67	1,213	1,121	4,566
Thefts in 2013/14	69	880	81	808	257	46	1,201	1,139	4,481
% Change**	13.0%	0.2%	-12.3%	1.2%	23.0%	45.7%	1.0%	-1.6%	1.9%
2014/15 theft rate per 1,000 registrations*	5.89	4.01	9.62	4.11	5.54	3.10	6.12	8.59	5.39
2014/15 theft rate per 1,000 population*	0.20	0.12	0.29	0.17	0.19	0.13	0.21	0.43	0.19
Other vehicles									
Thefts in 2014/15	2	546	5	212	21	34	247	414	1,481
Thefts in 2014/15 adjusted for late recoveries	2	539	5	212	21	34	247	412	1,472
Thefts in 2013/14	9	414	5	225	38	37	251	416	1,395
% Change**	-77.8%	30.2%	0.0%	-5.8%	-44.7%	-8.1%	-1.6%	-1.0%	5.5%
2014/15 theft rate per 1,000 registrations*	0.48	2.78	0.41	0.81	0.20	1.21	0.99	2.69	1.46
2014/15 theft rate per 1,000 population*	0.01	0.07	0.02	0.04	0.01	0.07	0.04	0.16	0.06
All vehicles									
Thefts in 2014/15	219	5,541	182	2,767	974	242	4,365	2,616	16,906
Thefts in 2014/15 adjusted for late recoveries	210	5,327	174	2,711	948	223	4,148	2,543	16,284
Thefts in 2013/14	186	5,107	153	2,758	929	188	4,046	2,480	15,847
% Change**	12.9%	4.3%	13.7%	-1.7%	2.0%	18.6%	2.5%	2.5%	2.8%
2014/15 theft rate per 1,000 registrations*	0.75	1.02	1.12	0.68	0.68	0.49	0.87	1.13	0.88
2014/15 theft rate per 1,000 population*	0.54	0.70	0.71	0.57	0.56	0.43	0.70	0.99	0.69

* The 2014/15 statistics used in this table have been adjusted for late recoveries

** Low numbers of thefts recorded in small jurisdictions may result in large percentage changes

See notes 1, 2,3, 5 & 8 for further information

Table 27: Profit motivated thefts by vehicle type in each jurisdiction, 2014/15*

	ACT	NSW	NT	QLD	SA	TAS	VIC	WA	AUS
Passenger/light commericals									
Number of thefts	130	3,906	98	1,681	611	122	2,688	1,010	10,246
% of all thefts	61.9%	73.3%	56.3%	62.0%	64.5%	54.7%	64.8%	39.7%	62.9%
Number registered	261,665	4,815,595	135,799	3,520,726	1,241,942	408,996	4,303,668	1,961,505	16,649,896
% of total registrations	93.8%	92.1%	87.3%	88.4%	88.6%	89.2%	90.6%	87.4%	90.0%
Motorcycle									
Number of thefts	78	882	71	818	316	67	1,213	1,121	4,566
% of all thefts	37.1%	16.6%	40.8%	30.2%	33.3%	30.0%	29.2%	44.1%	28.0%
Number registered	13,233	219,958	7,377	198,925	56,989	21,591	198,179	130,565	846,817
% of total registrations	4.7%	4.2%	4.7%	5.0%	4.1%	4.7%	4.2%	5.8%	4.6%
Other vehicles									
Number of thefts	2	539	5	212	21	34	247	412	1,472
% of all thefts	1.0%	10.1%	2.9%	7.8%	2.2%	15.2%	6.0%	16.2%	9.0%
Number registered	4,210	193,767	12,313	261,701	103,572	28,043	250,424	153,212	1,007,242
% of total registrations	1.5%	3.7%	7.9%	6.6%	7.4%	6.1%	5.3%	6.8%	5.4%
All vehicles									
Number of thefts	210	5,327	174	2,711	948	223	4,148	2,543	16,284
Number registered	279,108	5,229,320	155,489	3,981,352	1,402,503	458,630	4,752,271	2,245,282	18,503,955

* The 2014/15 rates used in this table have been adjusted for late recoveries

See notes 1, 2, & 5 for further information

Table 28: Profit motivated theft rate per 1,000 registrations and per 1,000 population by jurisdiction, 2010/11 to 2014/15*

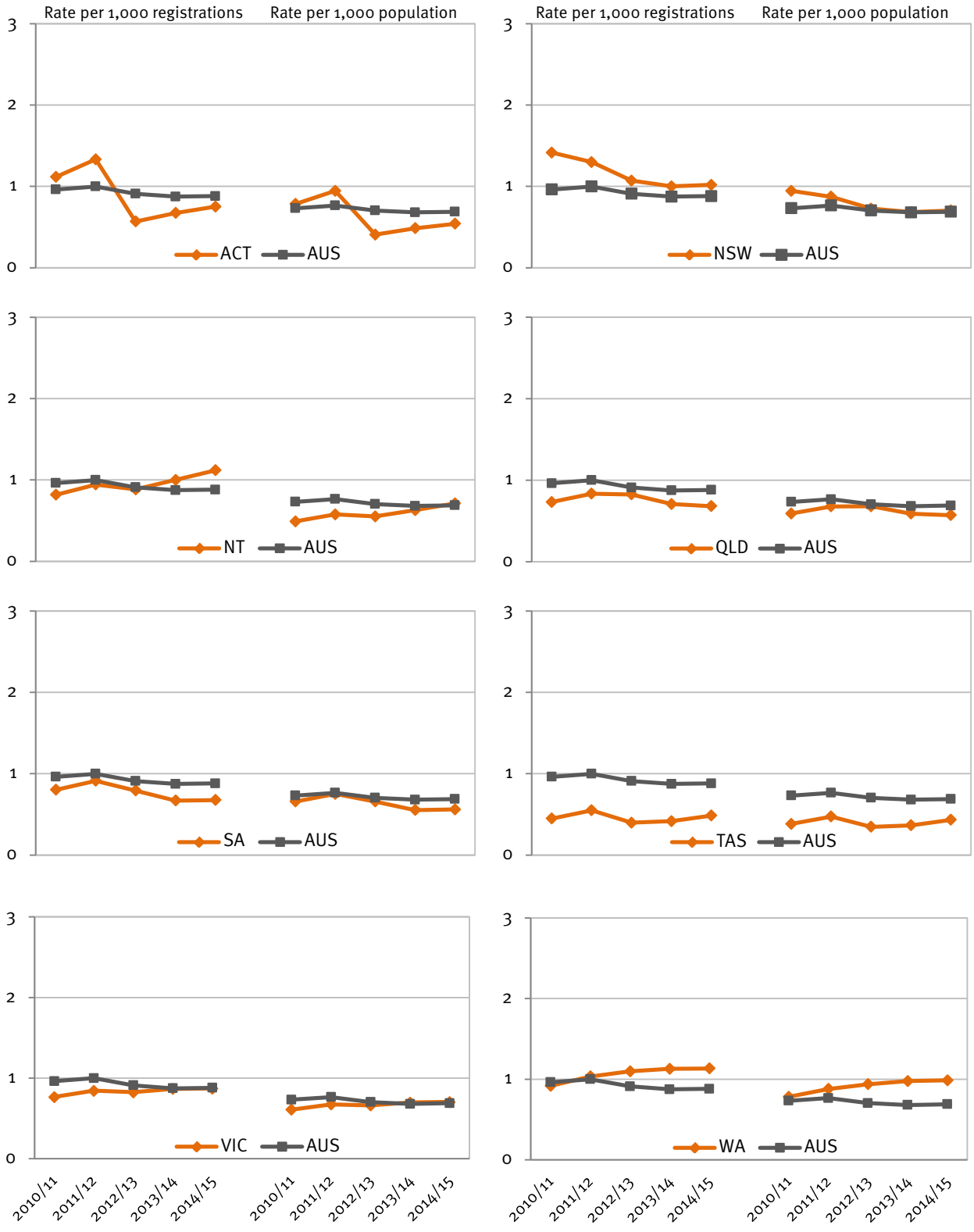
Theft rate per 1,000 registrations	ACT	NSW	NT	QLD	SA	TAS	VIC	WA	AUS
2010/2011	1.12	1.42	0.82	0.73	0.80	0.45	0.77	0.92	0.96
2011/2012	1.33	1.30	0.94	0.83	0.91	0.55	0.84	1.03	1.00
2012/2013	0.57	1.07	0.88	0.83	0.79	0.40	0.83	1.10	0.91
2013/2014	0.67	1.00	1.00	0.71	0.67	0.42	0.87	1.13	0.87
2014/2015*	0.75	1.02	1.12	0.68	0.68	0.49	0.87	1.13	0.88

Theft rate per 1,000 population	ACT	NSW	NT	QLD	SA	TAS	VIC	WA	AUS
2010/2011	0.78	0.95	0.49	0.59	0.66	0.38	0.61	0.78	0.73
2011/2012	0.95	0.87	0.58	0.68	0.75	0.47	0.67	0.88	0.77
2012/2013	0.41	0.73	0.55	0.68	0.66	0.35	0.66	0.94	0.70
2013/2014	0.49	0.68	0.63	0.59	0.55	0.37	0.70	0.98	0.68
2014/2015*	0.54	0.70	0.71	0.57	0.56	0.43	0.70	0.99	0.69

* The 2014/15 rates used in this table have been adjusted for late recoveries

See notes 1, 3 & 5 for further information

Figure 15: Profit motivated theft rate per 1,000 registrations and per 1,000 population by jurisdiction, 2010/11 to 2014/15*



* The 2014/15 rates used in these graphs have been adjusted for late recoveries

See notes 1 & 6 for further information

WHAT TYPES OF VEHICLES WERE STOLEN?

- Four fifths (79%) of profit motivated PLC thefts in 2014/15 were manufactured in the 1990s and 2000s (Table 29).
- Overall motorcycles recorded a low mean age of 8.1 years in comparison to the mean age of 13.7 years for PLC vehicles and 13. 4 years for other vehicles stolen during 2014/15 .
- The peak decade of manufacture for profit motivated thefts of all vehicle types was the 2000s, accounting for 42% of thefts.

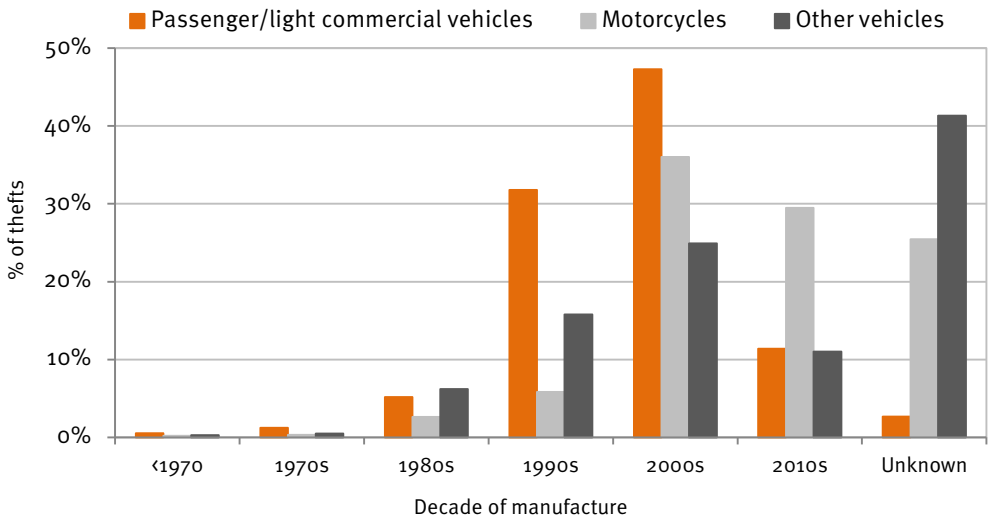
Table 29: Profit motivated thefts by decade of manufacture, 2014/15

Decade of manufacture	Number of thefts in past 12 months	% of thefts in past 12 months	% of registered fleet	Theft rate per 1,000 registrations
Passenger/light commercials				
‹1970	55	0.5%	0.7%	0.45
1970s	131	1.2%	0.9%	0.84
1980s	556	5.2%	2.3%	1.47
1990s	3,416	31.8%	17.0%	1.21
2000s	5,084	47.3%	48.8%	0.63
2010s	1,224	11.4%	30.2%	0.24
Unknown	287	2.7%	0.1%	-
Total	10,753	100.0%	100.0%	0.65
Motorcycles				
‹1970	10	0.2%	0.2%	1.05
1970s	16	0.3%	0.3%	1.04
1980s	122	2.6%	2.6%	3.32
1990s	273	5.8%	5.8%	2.68
2000s	1,683	36.0%	36.0%	4.19
2010s	1,378	29.5%	29.5%	4.98
Unknown	1,190	25.5%	25.5%	-
Total	4,672	100.0%	100.0%	5.52
Other vehicles				
‹1970	4	0.3%	2.3%	0.17
1970s	7	0.5%	5.1%	0.14
1980s	92	6.2%	13.1%	0.70
1990s	234	15.8%	19.1%	1.21
2000s	369	24.9%	38.5%	0.95
2010s	163	11.0%	21.2%	0.76
Unknown	612	41.3%	0.8%	-
Total	1,481	100.0%	100.0%	1.47

See notes 1, 2 & 3 for further information

- Motorcycle theft targets were predominately younger than PLC theft targets (66% versus 59% manufactured 2000 onwards, respectively) (Figure 16).

Figure 16: Profit motivated thefts by vehicle type and decade of manufacture, 2014/15

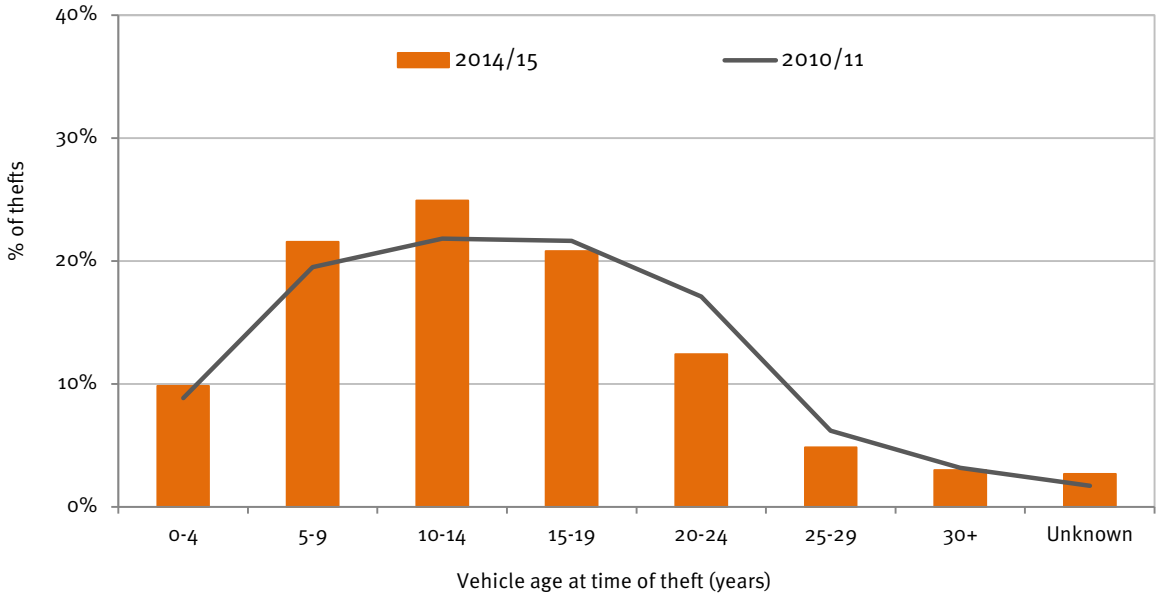


See notes 1 & 2 for further information

PASSENGER AND LIGHT COMMERCIAL VEHICLES

- Compared to five years ago, there has been a slight increase in profit motivated PLC thefts of 5-14 year old vehicles and a reduction in those aged 20-29 years (Figure 17).

Figure 17: Profit motivated passenger and light commercial thefts by age of vehicle, 2010/11 and 2014/15



See notes 1 & 2 for further information

- One seventh (14%) of the registered PLC fleet do not have an immobiliser. However, they accounted for one third (31%) of profit motivated PLC thefts in 2014/15 (Table 30).

- Tasmania had the highest percentage of the registered PLC fleet which do not have an immobiliser (27%), followed by South Australia (19%). In comparison 95% of Western Australia's PLC fleet is immobilised due to fitment at change of ownership.

Table 30: Passenger/light commercial profit motivated thefts and registrations by immobiliser presence in each jurisdiction, 2014/15

Immobiliser type	Number of thefts in past 12 months	% of thefts in past 12 months	Number registered	% of registered fleet	Theft rate per 1,000 registrations
ACT					
Australian Standard	85	61.2%	225,643	86.2%	0.38
Non-Australian Standard	7	5.0%	4,924	1.9%	1.42
No Immobiliser	47	33.8%	31,098	11.9%	1.51
NSW					
Australian Standard	2,744	67.2%	4,062,643	84.4%	0.68
Non-Australian Standard	114	2.8%	97,787	2.0%	1.17
No Immobiliser	1,224	30.0%	655,165	13.6%	1.87
NT					
Australian Standard	72	67.9%	109,633	80.7%	0.66
Non-Australian Standard	2	1.9%	2,194	1.6%	0.91
No Immobiliser	32	30.2%	23,972	17.7%	1.33
QLD					
Australian Standard	1,130	65.3%	2,828,239	80.3%	0.40
Non-Australian Standard	78	4.5%	76,124	2.2%	1.02
No Immobiliser	522	30.2%	616,363	17.5%	0.85
SA					
Australian Standard	341	54.1%	958,015	77.1%	0.36
Non-Australian Standard	51	8.1%	44,629	3.6%	1.14
No Immobiliser	238	37.8%	239,298	19.3%	0.99
TAS					
Australian Standard	43	32.1%	286,366	70.0%	0.15
Non-Australian Standard	6	4.5%	11,841	2.9%	0.51
No Immobiliser	85	63.4%	110,789	27.1%	0.77
VIC					
Australian Standard	1,701	59.2%	3,561,698	82.8%	0.48
Non-Australian Standard	151	5.3%	137,016	3.2%	1.10
No Immobiliser	1,023	35.6%	604,954	14.1%	1.69
WA					
Australian Standard	844	79.8%	1,824,918	93.0%	0.46
Non-Australian Standard	63	6.0%	45,044	2.3%	1.40
No Immobiliser	150	14.2%	91,543	4.7%	1.64
Australia					
Australian Standard	6,960	64.7%	13,857,155	83.2%	0.50
Non-Australian Standard	472	4.4%	419,559	2.5%	1.12
No Immobiliser	3,321	30.9%	2,373,182	14.3%	1.40

See notes 1, 2, 3 & 9 for further information.

- The Toyota Hilux MY05-11 was the top profit motivated PLC theft target during the 2014/15 financial year with 326 thefts and overtaking last year's top target the Holden Commodore VT MY97-00 (221 thefts). The Toyota Hiace MY90-04 was in third place with 184 thefts followed by the previous series Toyota Hilux MY98-04 (172 thefts) (Table 31).

- With an estimated value of $16,059 for each Toyota Hilux MY05-11, the total value of thefts of this one model was approximately $5.2 million in 2014/15.

- The top ten profit motivated PLC theft targets in 2014/15 accounted for 18% of PLC thefts and were collectively valued at $18.3 million (where the make, model and series were known).

Table 31: Top passenger/light commercial vehicle profit motivated theft targets by Make/Model/Series/Year Range, 2014/15

Ranking			Number of thefts		Sum of Glass's Guide value estimate	
2013/14	2014/15	Make Model Series Year Range	2013/14	2014/15	2013/14	2014/15
2	1	Toyota Hilux MY05_11	231	326	$4,797,153	$5,235,112
1	2	Holden Commodore VT MY97_00	251	221	$1,065,277	$857,793
3	3	Toyota Hiace MY90_04	179	184	$1,111,946	$959,909
4	4	Toyota Hilux MY98_04	158	172	$1,339,560	$1,042,502
8	5	Holden Commodore VY MY02_04	125	166	$971,059	$1,050,638
7	6	Holden Commodore VE MY06_13	140	160	$2,653,716	$2,526,418
42	7	Toyota Aurion GSV40R MY06_12	31	155	$535,383	$2,083,289
5	8	Nissan Patrol GU MY97+	148	152	$3,196,648	$2,923,889
7	9	Ford Falcon BA MY02_05	140	143	$1,188,096	$960,599
6	10	Holden Commodore VX MY00_02	144	139	$788,934	$694,474
11	11	Toyota Hilux MY89_97	115	134	$534,288	$550,940
11	12	Toyota Landcruiser 80 Series MY90_98	115	127	$841,871	$928,625
12	13	Holden Commodore VZ MY04_06	108	120	$1,154,940	$1,056,536
10	14	Hyundai Excel X3 MY94_00	116	115	$226,159	$203,022
14	15	Ford Falcon AU MY98_02	92	107	$639,294	$690,040
9	16	Holden Commodore VS MY95_97	122	105	$407,105	$326,761
17	17	Nissan Navara D40 MY05_15	78	86	$2,094,298	$1,778,985
16	18	Holden Rodeo RA MY03_08	79	83	$1,057,470	$815,520
23	19	Nissan Pulsar N15 MY95_00	61	82	$175,283	$196,301
13	20	Nissan Patrol GQ MY88_97	97	80	$532,525	$438,542
24	21	Mitsubishi Lancer CE MY96_04	58	76	$168,059	$184,538
20	22	Toyota Landcruiser 100 Series MY98_07	70	71	$1,339,717	$1,185,095
20	23	Holden Astra TS MY99_05	70	69	$361,983	$265,740
27	23	Ford Falcon BF MY05_08	49	69	$601,229	$717,189
58	24	Toyota Hiace MY05+	15	67	$366,273	$1,479,625
22	24	Holden Commodore Ute VE MY07_13	63	67	$1,524,081	$1,355,000
40	25	Toyota Hilux MY12+	33	66	$1,065,077	$2,112,746
18	26	Toyota Landcruiser 70 Series MY99_07	77	63	$1,773,148	$1,442,141
29	27	Toyota Landcruiser 70 Series MY07+	44	62	$2,341,902	$3,359,363
15	28	Nissan Skyline MY94_98	86	60	$43,000	$30,000
35	29	Toyota Camry SXV20R MY97_02	38	58	$150,268	$203,005
28	30	Nissan Navara D22 MY01_15	48	56	$713,365	$682,935
49	31	Nissan Pulsar N16 MY00_06	24	53	$117,278	$178,797
33	32	Holden Commodore Ute VZ MY04_06	40	52	$559,489	$507,604
27	33	Ford Falcon Ute BA MY02_05	49	51	$469,859	$324,578

See notes 1, 2 & 10 for further information

- Almost half (47%) of profit motivated PLC thefts were valued under $5,000. However thefts valued between $10,000 and $19,999 accounted for the largest proportion of total estimated vehicle value (29%) (Table 32).

- Large passenger vehicles comprised 14% of registrations and 23% of all profit motivated PLC thefts in 2014/15. Both the proportion of registrations and profit motivated thefts of large passenger vehicles have reduced when compared to five years ago, accounting for 17% and 26%, respectively (Figure 18).

- Compared to 2010/11, the proportion of SUV and light commercial utilities as profit motivated theft targets have notably increased while the proportion of large passenger vehicles has notably decreased. Profit motivated thefts of small and medium passenger vehicles, light commercial vans, people movers, and sports vehicles experienced only marginal shifts.

Table 32: Profit motivated passenger and light commercial thefts by Glass's guide value estimates, 2014/15

Vehicle value categories	Number of thefts in past 12 months	% of thefts in past 12 months	Total estimated Glass's guide value	% of total estimated Glass's guide values
› $0 to ‹ $5,000	5,011	46.6%	$13,248,385	12.8%
$5,000 to ‹ $10,000	2,322	21.6%	$15,999,609	15.5%
$10,000 to ‹ $20,000	2,090	19.4%	$30,077,553	29.2%
$20,000 to ‹ $30,000	739	6.9%	$17,833,582	17.3%
$30,000 to ‹ $50,000	452	4.2%	$16,519,341	16.0%
$50,000+	139	1.3%	$9,458,837	9.2%
Grand total	10,753	100.0%	$103,137,307	100.0%

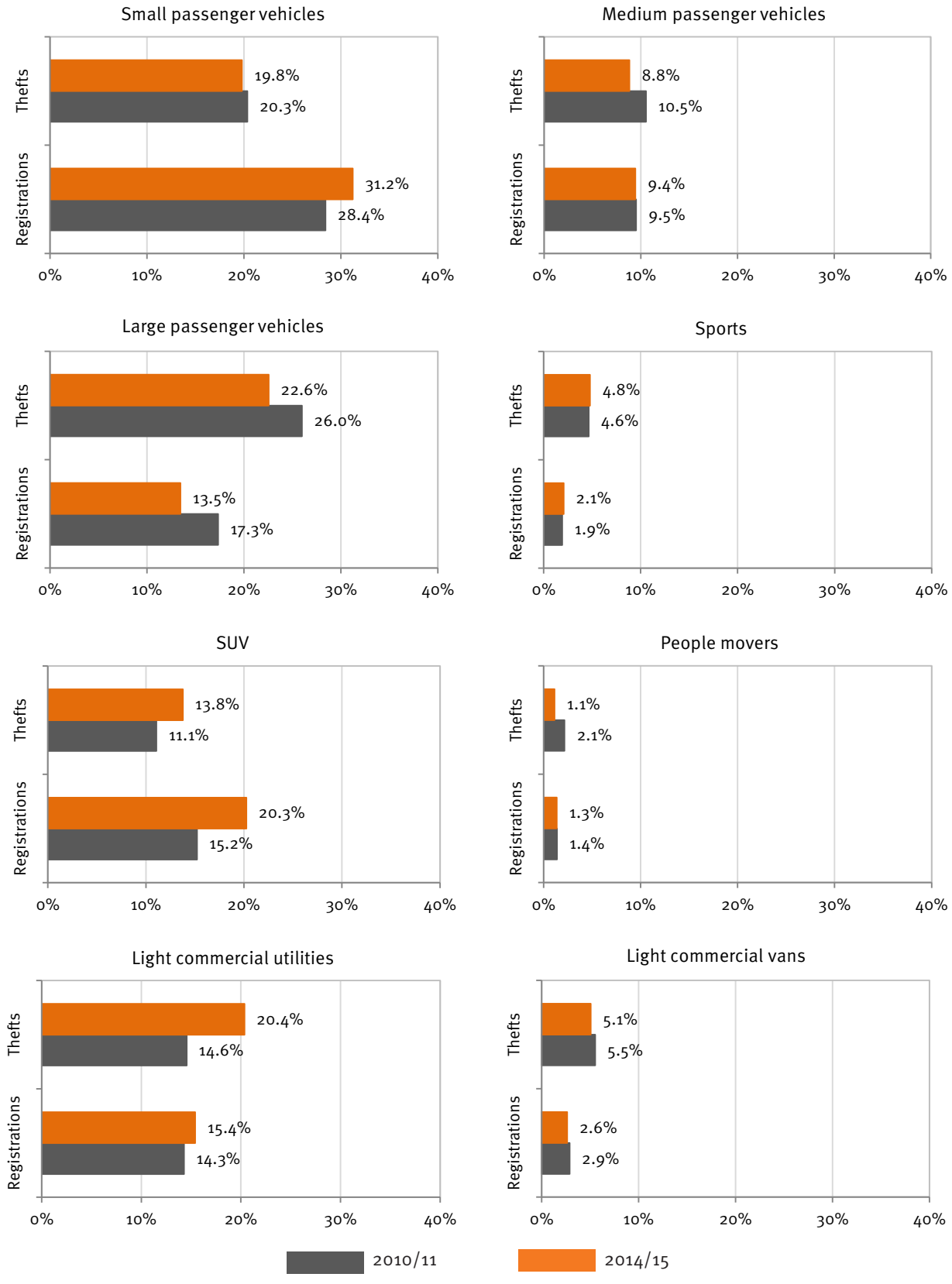
See notes 1, 2 & 10 for further information.

Table 33: Number and rate of profit motivated thefts of passenger/light commercial vehicles by segment, 2013/14 and 2014/15

Vehicle segment	Number of thefts		% of thefts		Theft rate per 1,000 registrations	
	2013/14	2014/15	2013/14	2014/15	2013/14	2014/15
Small passenger	1,791	2,129	18.0%	19.8%	0.36	0.41
Medium passenger	1,030	948	10.3%	8.8%	0.66	0.60
Large passenger	2,312	2,425	23.2%	22.6%	0.97	1.08
Sports	556	515	5.6%	4.8%	1.70	1.50
SUV	1,378	1,481	13.8%	13.8%	0.45	0.44
People mover	126	121	1.3%	1.1%	0.57	0.54
Light commercial utility	1,929	2,189	19.3%	20.4%	0.78	0.85
Light commercial van	460	545	4.6%	5.1%	1.06	1.24
Motor home	11	12	0.1%	0.1%	0.49	0.52
Unknown passenger	378	388	3.8%	3.6%	0.47	0.58

See notes 1, 2 & 3 for further information.

Figure 18: Profit motivated thefts of passenger/light commercial vehicles and registrations by vehicle segment, 2010/11 and 2014/15



See notes 1 & 3 for further information.

- In the small passenger category of the top profit motivated PLC thefts targets, Hyundai Excel X3 MY94-00 was again rated highest, decreasing by 1 theft in 2014/15 when compared to the previous financial year (Table 34).
- In the medium passenger category of the top profit motivated PLC thefts targets, Nissan Skyline MY94-98 rated highest, despite decreasing by 30% when compared to 2013/14.
- In the light commercial category, the top profit motivated theft target, Toyota Hilux MY05-11 increased by 41% to 326 profit motivated thefts when compared to the previous financial year.

Table 34: Top passenger/light commercial vehicle targets for profit motivated thefts, 2013/14 and 2014/15

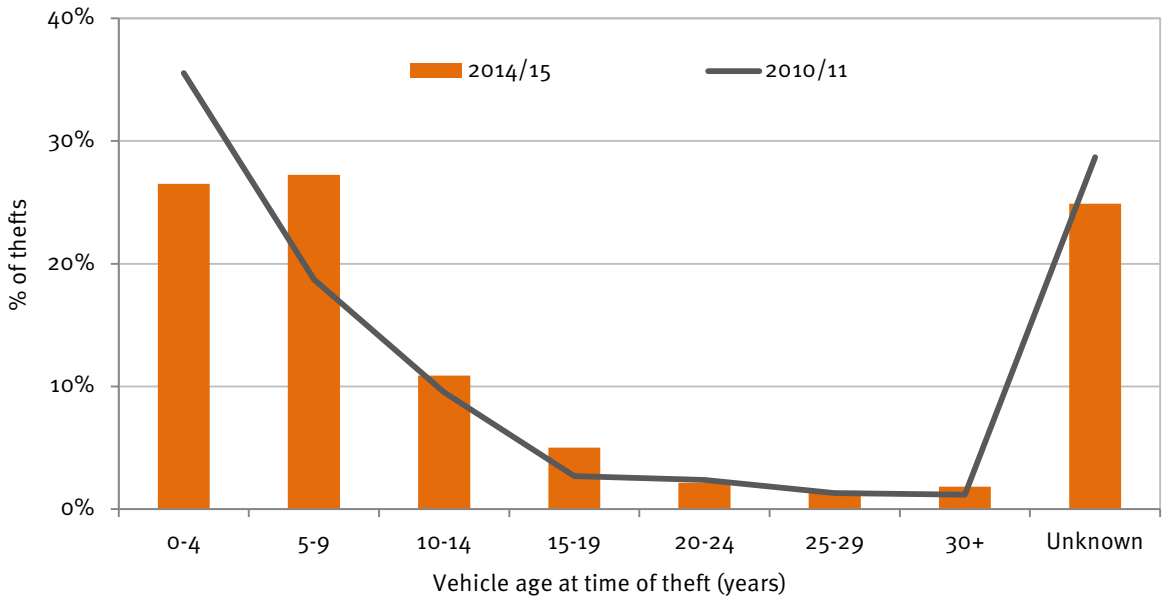
Segment / Make Model Series	Number of thefts	
	2013/14	2014/15
Small passenger		
Hyundai Excel X3 MY94_00	116	115
Holden Astra TS MY99_05	61	82
Nissan Pulsar N15 MY95_00	58	76
Medium passenger		
Nissan Skyline MY94_98	86	60
Toyota Camry SV21 MY87_93	38	58
Toyota Camry SXV20R MY97_02	72	36
Large passenger		
Holden Commodore VT MY97_00	251	221
Holden Commodore VE MY06_13	125	166
Holden Commodore VX MY00_02	140	160
Sports		
HSV GTS VE MY06_12	36	23
HSV Clubsport VE MY07_13	10	15
Nissan 200SX S14 MY94_00	11	15
SUV		
Toyota Landcruiser 80 Series MY90_98	114	123
Nissan Patrol GU MY97+	99	88
Nissan Patrol GQ MY88_97	83	74
People mover		
Kia Carnival KV MY03_06	21	18
Toyota Tarago TCR11R MY90_00	5	13
Toyota Tarago YR22 MY85_90	11	6
Light commercial utility		
Toyota Hilux MY05_11	231	326
Toyota Hilux MY98_04	158	172
Toyota Hilux MY89_97	115	134
Light commercial van		
Toyota Hiace MY90_04	179	183
Mitsubishi Express SJ MY94+	15	67
Toyota Hiace MY05+	36	35

See notes 1 & 2 for further information

MOTORCYCLES

- Profit motivated thefts of motorcycles aged 5-9 years increased notably in 2014/15 compared to five years ago. In contrast the proportion of 0-4 year old motorcycles stolen for profit decreased compared to five years ago.

Figure 19: Profit motivated motorcycle thefts by age of vehicle, 2010/11 and 2014/15



See notes 1 & 2 for further information.

Table 35: Profit motivated motorcycle thefts by market segment, 2013/14 and 2014/15

Vehicle segment	Number of thefts		% of thefts	
	2013/14	2014/15	2013/14	2014/15
On-road	1,435	1,581	32.0%	33.8%
- Standard	112	132	2.5%	2.8%
- Sports	479	603	10.7%	12.9%
- Touring	39	54	0.9%	1.2%
- Cruiser	107	167	2.4%	3.6%
- Scooter	523	504	11.7%	10.8%
- Unknown	175	121	3.9%	2.6%
Off-road	1,626	1,615	36.3%	34.6%
- ATV	279	269	6.2%	5.8%
- Dirt	200	224	4.5%	4.8%
- Sport	697	721	15.6%	15.4%
- Mini	175	176	3.9%	3.8%
- Unknown	275	225	6.1%	4.8%
Unknown motorcycle	1420	1476	31.7%	31.6%
Total motorcycles	4,481	4,672	100.0%	100.0%

See notes 1 & 2 for further information.

- The top eight motorcycle makes for profit motivated theft remained the same as in 2013/14 (Table 36).
- The top four makes, namely Yamaha, Honda, Kawasaki and Suzuki comprised almost two thirds (65%) of all profit motivated motorcycle thefts in 2014/15 where the manufacturer was recorded.

Table 36: Top motorcycle profit motivated theft targets by make, 2013/14 and 2014/15

Ranking			Number of thefts		% of thefts	
2013/14	2014/15	Make	2013/14	2014/15	2013/14	2014/15
1	1	Yamaha	924	954	22.6%	22.2%
2	2	Honda	881	923	21.6%	21.4%
4	3	Kawasaki	366	469	9.0%	10.9%
3	4	Suzuki	426	461	10.4%	10.7%
5	5	KTM	339	335	8.3%	7.8%
6	6	Harley Davidson	123	139	3.0%	3.2%
7	7	Husqvarna	65	88	1.6%	2.0%
8	8	Hyosung	55	62	1.3%	1.4%
14	9	Piaggio	46	61	1.1%	1.4%
11	10	Triumph	51	57	1.2%	1.3%
10	11	SYM	52	52	1.3%	1.2%
9	12	Longjia	53	50	1.3%	1.2%
12	13	TGB	50	47	1.2%	1.1%
13	14	Adly	47	44	1.2%	1.0%
20	15	Aprilia	27	41	0.7%	1.0%
17	16	Ducati	40	39	1.0%	0.9%
9	17	Atomik	53	38	1.3%	0.9%
18	18	Kymco	35	37	0.9%	0.9%
19	19	Polaris	31	36	0.8%	0.8%
15	20	Vmoto	44	32	1.1%	0.7%
19	21	Vespa	31	24	0.8%	0.6%
23	22	BMW	17	23	0.4%	0.5%
16	23	Bolwell	42	21	1.0%	0.5%
21	24	Husaberg	22	15	0.5%	0.3%
28	25	CFMoto	10	14	0.2%	0.3%
27	26	Thumpstar	11	12	0.3%	0.3%
24	26	Sachs	16	12	0.4%	0.3%
30	27	BUG	8	11	0.2%	0.3%
32	27	MV Agusta	6	11	0.1%	0.3%
25	28	Baotian	13	10	0.3%	0.2%
22	28	Pitpro	18	10	0.4%	0.2%
33	29	Buell	5	7	0.1%	0.2%
30	29	Custom Made	8	7	0.2%	0.2%
31	30	Orion	7	6	0.2%	0.1%
35	30	FYM	3	6	0.1%	0.1%
26	30	Daelim	12	6	0.3%	0.1%
34	30	Znen	4	6	0.1%	0.1%
35	30	Jianshe	3	6	0.1%	0.1%
36	31	Arqin	2	5	0.0%	0.1%
29	31	Loncin	9	5	0.2%	0.1%
33	31	Gasgas	5	5	0.1%	0.1%
36	31	Hunter	2	5	0.0%	0.1%
33	31	PGO	5	5	0.1%	0.1%

See notes 1 & 2 for further information.

Table 37: Top motorcycle profit motivated theft targets by make and model, 2013/14 and 2014/15

Motorcycle Make and Model	Segment	Number of short term thefts	
		2013/14	2014/15
Suzuki DR-Z400 398cc MY00+	Off-road dirt	65	73
Yamaha WR450 449cc MY03+	Off-road sport	55	66
Honda CT110 105cc MY80_11	On-road standard	66	64
Yamaha YZF-R1 998cc MY98+	On-road sport	46	55
Yamaha WR250 249cc MY90+	Off-road sport	32	34
Yamaha YZ250 249cc MY78+	Off-road sport	30	31
Honda CRF450R 449cc MY01+	Off-road sport	23	29
Suzuki GSX-R600 599cc MY97+	On-road sport	22	29
Yamaha YZ 0cc MY77+	Off-road sport	23	26
Honda CBR600RR 599cc MY03+	On-road sport	9	26
Kawasaki KLX250 249cc MY93+	Off-road sport	9	25
Yamaha YZF-R6 599cc MY98+	On-road sport	23	25
Honda CBR1000RR 999cc MY04+	On-road sport	16	22
Hyosung GT650 647cc MY03+	On-road sport	19	22
KTM 450EXC 447cc MY02+	Off-road sport	13	20
Honda CRF250R 249cc MY04+	Off-road sport	15	20
Kawasaki Ninja 250R 249cc MY07_12	On-road sport	13	20
Suzuki GSX-R750 749cc MY85+	On-road sport	18	17
Kawasaki Ninja 300 296cc MY12+	On-road sport	10	17
Honda CBR250R 249cc MY11+	On-road sport	15	16
Hyosung GT250 249cc MY02+	On-road sport	9	16
Kawasaki Ninja ZX-6R ZX600 599cc MY94+	On-road sport	10	16
Honda Today 50 49cc MY03+	On-road scooter	8	16
KTM 300EXC 293cc MY97+	Off-road sport	14	15
Suzuki DR650SE 644cc MY98+	Off-road unknown	12	15

See notes 1 & 2 for further information.

Table 38: Profit motivated motorcycle thefts by engine capacity, 2013/14 and 2014/15

Engine capacity	Number of thefts		% of thefts	
	2013/14	2014/15	2013/14	2014/15
50 cc or less	399	381	8.9%	8.2%
51 - 100 cc	138	151	3.1%	3.2%
101 - 150 cc	428	397	9.6%	8.5%
151 - 200 cc	71	76	1.6%	1.6%
201 - 250 cc	598	640	13.3%	13.7%
251 - 500 cc	616	667	13.7%	14.3%
501 - 750 cc	381	446	8.5%	9.5%
751 - 1000 cc	202	225	4.5%	4.8%
1001 cc or more	156	196	3.5%	4.2%
Unknown motorcycle	1,492	1,493	33.3%	32.0%

See notes 1 & 2 for further information.

Table 39: Profit motivated motorcycle thefts by registration status, 2013/14 and 2014/15

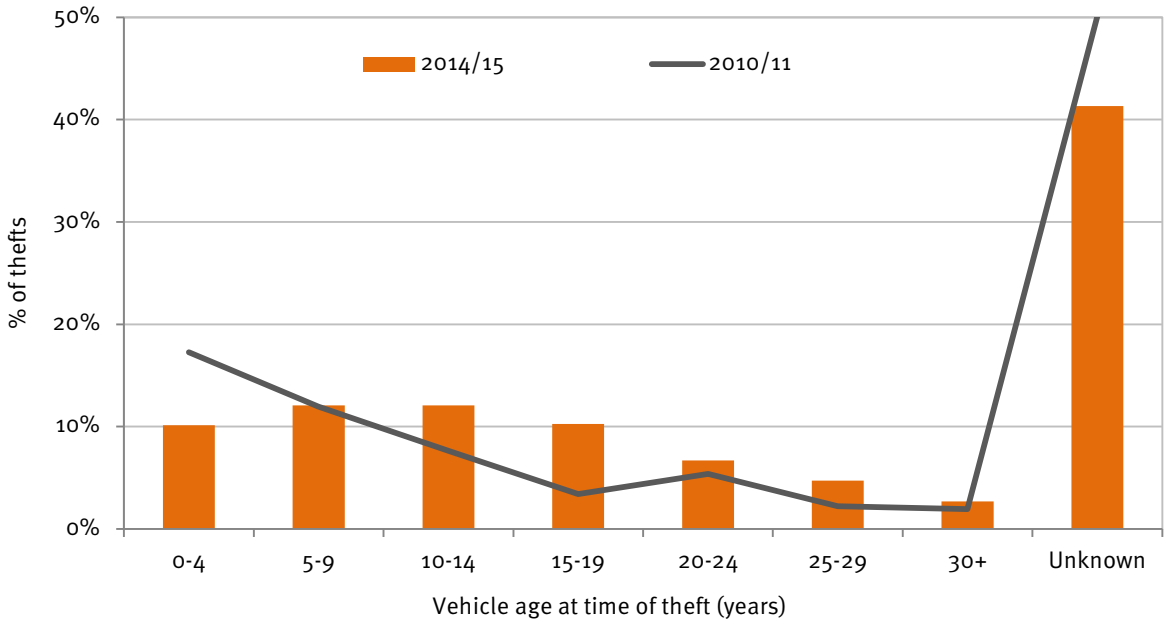
Registration Status	Number of thefts		% of thefts	
	2013/14	2014/15	2013/14	2014/15
Registered	2,457	2,770	54.8%	59.3%
Unregistered	2,024	1,902	45.2%	40.7%
Grand Total	4,481	4,672	100.0%	100.0%

See notes 1 & 2 for further information.

OTHER VEHICLES

- Of the profit motivated thefts of other vehicles with a known year of manufacture, there was a decline in the 0-4 year old vehicles targeted but doubling of the number of 10-19 year old vehicles stolen in 2014/15 compared to 2010/11 (Figure 20).
- Over one quarter (27%) of profit motivated other vehicle theft were heavy plant and equipment . Tractors comprised 18% of this figure and Skidsteers a further 13% (Table 40).

Figure 20: Profit motivated other vehicle thefts by age of vehicle, 2010/11 and 2014/15



See notes 1 & 2 for further information.

Table 40: Profit motivated other vehicle theft by segment, 2013/14 and 2014/15

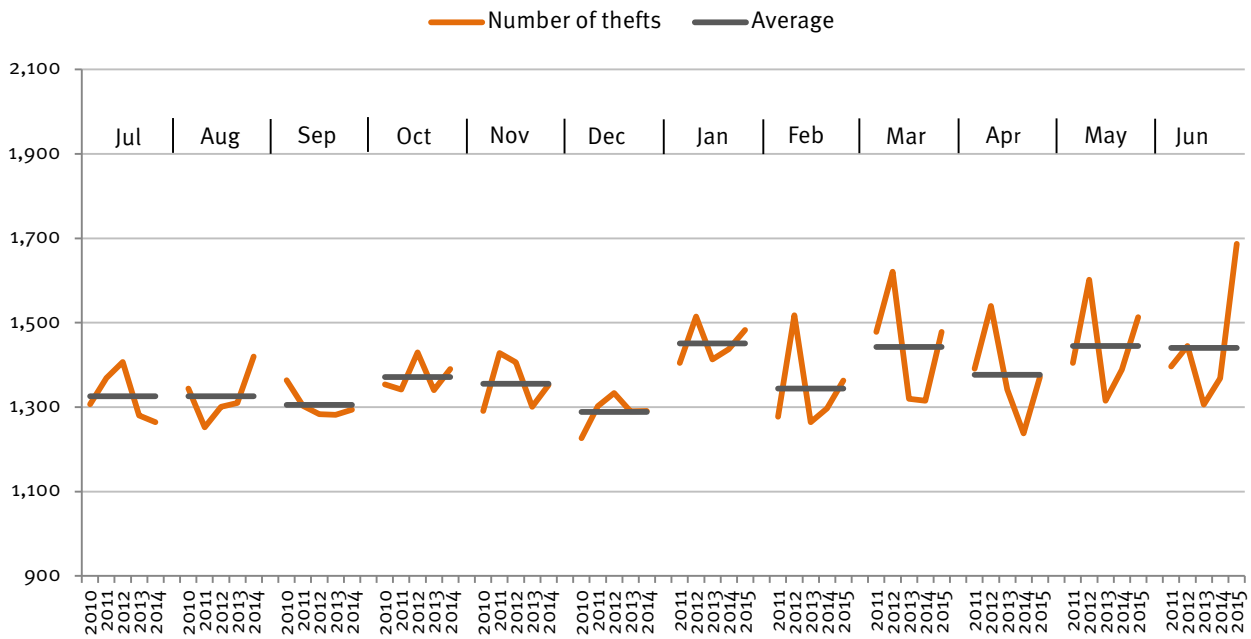
Engine capacity	Number of thefts		% of thefts	
	2013/14	2014/15	2013/14	2014/15
Heavy Plant and equipment	434	399	31.1%	26.9%
- Tractor	99	72	22.8%	18.0%
- Skidsteer	64	50	14.7%	12.5%
- Excavator	36	44	8.3%	11.0%
- Mower	27	22	6.2%	5.5%
- Forklift	23	18	5.3%	4.5%
- Loader	4	9	0.9%	2.3%
- Backhoe	3	3	0.7%	0.8%
- Roller	0	3	0.0%	0.8%
- Sweeper	0	2	0.0%	0.5%
- Bulldozer	0	2	0.0%	0.5%
- Grader	1	1	0.2%	0.3%
- Crane	1	0	0.2%	0.0%
- Scraper	0	0	-	-
- Other	2	1	0.5%	0.3%
- Unknown	174	172	40.1%	43.1%
- Subtotal: Heavy plant and equipment	434	399	100.0%	100.0%
Heavy truck	387	514	27.7%	34.7%
Heavy unknown	9	7	0.6%	0.5%
Bus	32	48	2.3%	3.2%
Other - not elsewhere classified	23	17	1.6%	1.1%
Unknown body type	510	496	36.6%	33.5%

See notes 1 & 2 for further information.

WHEN WERE THEY STOLEN?

- On average, there were 1,409 profit motivated thefts reported per month in 2014/15.
- Over the past five financial years, profit motivated thefts reveal higher average theft numbers for March, May and June, while December recorded the lowest average number of thefts (1,288 thefts) (Figure 21).
- From August 2013 there appears to be an upward trend in profit motivated thefts compared to the same months in the previous year.

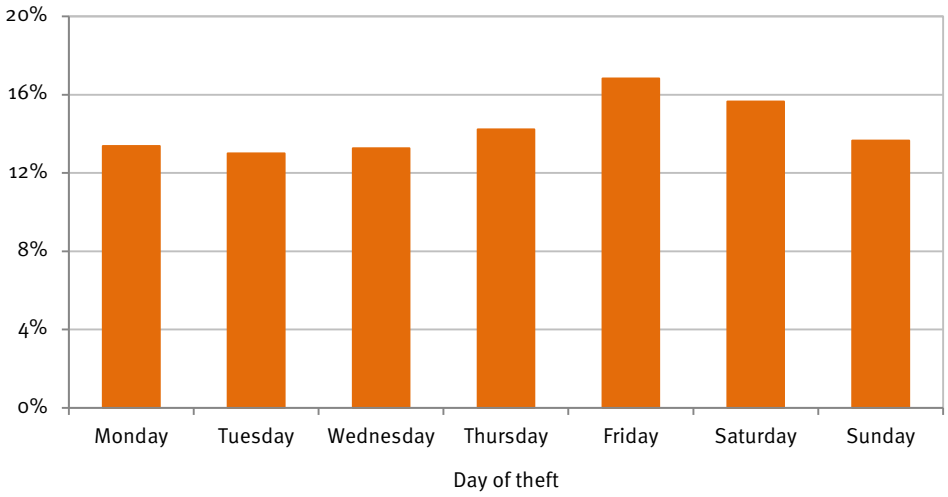
Figure 21: Number of profit motivated thefts by month stolen, 2010/11 to 2014/15



See note 1 for further information

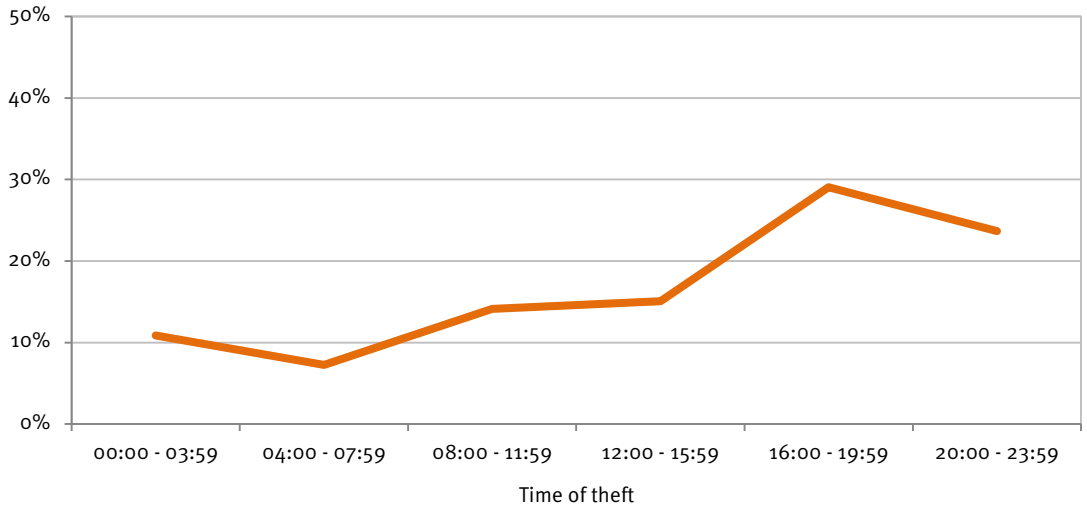
- Overall Fridays and Saturdays were the most popular days for profit motivated thefts (comprising 17% and 16% of thefts respectively) (Figure 22).
- The majority (29%) of profit motivated thefts during the 2014/15 financial year occurred between 4.00 pm and 7.59 pm (Figure 23).
- The lowest risk of profit motivated theft was between 4 am and 7.59 am (7%).

Figure 22: Number of profit motivated thefts by day of week, 2014/15



See note 1 for further information

Figure 23: Number of profit motivated thefts by time of day, 2014/15



See notes 1 & 11 for further information

WHERE WERE THEY STOLEN?

- The top local area for profit motivated thefts in the 2014/15 financial year was the City of Brisbane (580 thefts) which recorded a slight decrease (-5%) compared to 2013/14. This was followed by the City of Gold Coast , Queensland (544 thefts), and the City of Bankstown in New South Wales (401 thefts) (Table 37).

- When presented as a rate per 1,000 population, the top four profit motivated theft areas were all in Western Australia, namely the City of Gosnells (3.50), City of Perth (2.79), Shire of Serpentine - Jarrahdale (2.20), and the Shire of Murray (2.07). The fifth position was taken out by the City of Bankstown, New South Wales (2.00) (Table 42).

- The largest reductions in profit motivated thefts in 2014/15 occurred in the City of Playford, South Australia (down 49 thefts to 104) and the Cities of Whittlesea, Victoria (down 44 thefts to 177) and Darebin, Victoria (down 44 thefts to 146) (Table 43).

- The largest increases in profit motivated thefts were recorded in the City of Bankstown (up 66 thefts to 401) and City of Greater Dandenong, Victoria (up 58 thefts to 208).

Table 41: Top 50 Areas for profit motivated thefts ranked by number of thefts, 2013/14 and 2014/15

State / Territory	LGA name	Number of thefts		Theft rate per 1,000 population	
		2013/2014	2014/2015	2013/2014	2014/2015
QLD	Brisbane (City)	608	580	0.54	0.51
QLD	Gold Coast (City)	494	544	0.92	1.00
NSW	Bankstown (City)	335	401	1.70	2.00
QLD	Logan (City)	359	313	1.20	1.03
NSW	Blacktown (City)	315	307	0.97	0.92
NSW	Liverpool (City)	279	283	1.43	1.42
NSW	Fairfield (City)	269	254	1.34	1.25
QLD	Moreton Bay (Regional Council)	266	250	0.65	0.60
VIC	Hume (City)	253	247	1.38	1.31
NSW	Canterbury (City)	208	231	1.40	1.53
VIC	Brimbank (City)	239	220	1.22	1.11
ACT	Greater ACT	186	218	0.49	0.56
VIC	Greater Dandenong (City)	150	208	1.02	1.39
VIC	Casey (City)	177	207	0.64	0.73
VIC	Moreland (City)	164	200	1.03	1.22
NSW	Penrith (City)	225	197	1.18	1.01
VIC	Greater Geelong (City)	162	187	0.73	0.83
NSW	Lake Macquarie (City)	170	186	0.85	0.92
WA	Wanneroo (City)	165	185	0.92	1.00
VIC	Wyndham (City)	152	181	0.80	0.91
VIC	Whittlesea (City)	221	177	1.23	0.95
VIC	Melton (Shire)	117	171	0.95	1.34
WA	Stirling (City)	172	171	0.77	0.75
NSW	Wollongong (City)	154	163	0.75	0.79
WA	Cockburn (City)	177	159	1.71	1.49
WA	Swan (City)	138	159	1.11	1.22
WA	Rockingham (City)	179	158	1.48	1.26
NSW	Campbelltown (City)	172	153	1.11	0.98
NSW	Parramatta (City)	138	149	0.75	0.78
VIC	Frankston (City)	117	149	0.88	1.10
NSW	Wyong (Area)	146	148	0.93	0.93
VIC	Darebin (City)	190	146	1.30	0.98
WA	Gosnells (City)	142	144	3.51	3.50
QLD	Ipswich (City)	146	143	0.80	0.76
WA	Armadale (City)	148	140	2.01	1.80
VIC	Melbourne (City)	134	137	1.15	1.12
SA	Salisbury (City)	138	135	1.02	0.98
NSW	Sydney (City)	117	134	0.61	0.68
QLD	Sunshine Coast (Regional Council)	116	133	0.35	0.40
NSW	Newcastle (City)	128	128	0.81	0.80
NSW	Rockdale (City)	87	123	0.82	1.14
NSW	Holroyd (City)	108	122	0.99	1.10
VIC	Port Phillip (City)	112	121	1.09	1.15
VIC	Monash (City)	91	119	0.50	0.64
NSW	Auburn (City)	73	118	0.88	1.38
SA	Port Adelaide Enfield (City)	128	111	1.06	0.91
NSW	Cessnock (City)	95	109	1.75	1.98
VIC	Mornington Peninsula (Shire)	123	109	0.81	0.71
NSW	Hurstville (City)	67	106	0.79	1.23
VIC	Maribyrnong (City)	118	105	1.49	1.28

See notes 1, 3 & 12 for further information

Table 42: Top 50 Areas for profit motivated thefts ranked by theft rate per 1,000 population, 2013/14 and 2014/15

State / Territory	LGA name	Number of thefts		Theft rate per 1,000 population*	
		2013/2014	2014/2015	2013/2014	2014/2015
WA	Gosnells (City)	142	144	3.51	3.50
WA	Perth (City)	33	58	1.63	2.79
WA	Serpentine-Jarrahdale (Shire)	69	50	3.25	2.20
WA	Murray (Shire)	47	35	2.88	2.07
NSW	Bankstown (City)	335	401	1.7	2.00
NSW	Cessnock (City)	95	109	1.75	1.98
WA	Northam (Shire)	14	23	1.22	1.98
WA	Belmont (City)	62	80	1.55	1.95
WA	Kwinana (Town)	75	68	2.18	1.88
WA	Kalgoorlie/Boulder (City)	65	62	1.93	1.86
WA	Armadale (City)	148	140	2.01	1.80
NSW	Strathfield (Area)	35	68	0.91	1.72
WA	Fremantle (City)	36	51	1.19	1.65
SA	Adelaide (City)	26	37	1.17	1.63
WA	Port Hedland (Town)	11	26	0.67	1.55
NSW	Canterbury (City)	208	231	1.4	1.53
WA	Cockburn (City)	177	159	1.71	1.49
NSW	Liverpool (City)	279	283	1.43	1.42
VIC	Greater Dandenong (City)	150	208	1.02	1.39
NSW	Auburn (City)	73	118	0.88	1.38
NSW	Burwood (Area)	33	49	0.94	1.36
NT	Litchfield (Municipality)	31	30	1.44	1.36
VIC	Melton (Shire)	117	171	0.95	1.34
VIC	Hume (City)	253	247	1.38	1.31
VIC	Maribyrnong (City)	118	105	1.49	1.28
NSW	Nambucca (Area)	9	25	0.46	1.27
VIC	Moorabool (Shire)	44	39	1.45	1.26
WA	Rockingham (City)	179	158	1.48	1.26
NSW	Fairfield (City)	269	254	1.34	1.25
NSW	Hurstville (City)	67	106	0.79	1.23
WA	Mandurah (City)	116	102	1.44	1.23
WA	Swan (City)	138	159	1.11	1.22
VIC	Moreland (City)	164	200	1.03	1.22
VIC	Campaspe (Shire)	46	45	1.25	1.22
WA	Mundaring (Shire)	44	48	1.11	1.20
SA	Playford (City)	153	104	1.8	1.20
VIC	Murrindindi (Shire)	14	16	1.04	1.18
NSW	Marrickville (Area)	73	96	0.88	1.15
VIC	Port Phillip (City)	112	121	1.09	1.15
QLD	Lockyer Valley (Regional Council)	23	44	0.61	1.15
NSW	Rockdale (City)	87	123	0.82	1.14
VIC	Melbourne (City)	134	137	1.15	1.12
NSW	Muswellbrook (Area)	16	19	0.95	1.11
VIC	Brimbank (City)	239	220	1.22	1.11
WA	Kalamunda (Shire)	51	67	0.85	1.10
NSW	Holroyd (City)	108	122	0.99	1.10
VIC	Frankston (City)	117	149	0.88	1.10
WA	Roebourne (Shire)	29	29	1.12	1.09
VIC	Mitchell (Shire)	33	42	0.88	1.09
NSW	Kempsey (Area)	24	32	0.82	1.08

* For local government areas with 10,000 or more residents

See notes 1, 3 & 13 for further information

Table 43: Top Areas with the largest reduction and largest increase in profit motivated thefts, by jurisdiction, 2014/15

Largest reduction in thefts		
Region name	Reduction in thefts	Total no. of thefts
ACT (SLA)		
Belconnen Town Centre	-6	5
Dickson	-5	0
City	-4	1
Melba	-4	0
NSW (LGA)		
Sutherland Shire (Area)	-43	85
Penrith (City)	-28	197
Hawkesbury (City)	-24	63
NT (LGA)		
Palmerston (City)	-5	36
Victoria-Daly (Shire)	-3	1
QLD (LGA)		
Logan (City)	-46	313
Brisbane (City)	-28	580
Moreton Bay (Regional Council)	-16	250
SA (LGA)		
Playford (City)	-49	104
Port Adelaide Enfield (City)	-17	111
Murray Bridge (Rural City)	-7	10
TAS (LGA)		
Brighton (Municipality)	-7	12
Circular Head (Municipality)	-3	0
Glenorchy (City)	-2	34
VIC (LGA)		
Whittlesea (City)	-44	177
Darebin (City)	-44	146
Yarra Ranges (Shire)	-32	65
WA (LGA)		
Victoria Park (Town)	-26	35
Rockingham (City)	-21	158
Serpentine-Jarrahdale (Shire)	-19	50

Largest increase in thefts		
Region name	Increase in thefts	Total no. of thefts
ACT (SLA)		
Kambah	+6	14
Ainslie	+5	5
Bonython	+5	6
NSW (LGA)		
Bankstown (City)	+66	401
Auburn (City)	+45	118
Hurstville (City)	+39	106
NT (LGA)		
Darwin (City)	+25	72
Alice Springs (Town)	+7	24
Katherine (Town)	+5	5
QLD (LGA)		
Gold Coast (City)	+50	544
Lockyer Valley (Regional Council)	+21	44
Sunshine Coast (Regional Council)	+17	133
SA (LGA)		
Marion (City)	+27	55
Tea Tree Gully (City)	+15	34
Adelaide (City)	+11	37
TAS (LGA)		
Hobart (City)	+21	42
Launceston (City)	+21	48
Devonport (City)	+7	13
VIC (LGA)		
Greater Dandenong (City)	+58	208
Melton (Shire)	+54	171
Moreland (City)	+36	200
WA (LGA)		
Geraldton-Greenough (City)	+54	90
Perth (City)	+25	58
Swan (City)	+21	159

See note 1 for further information

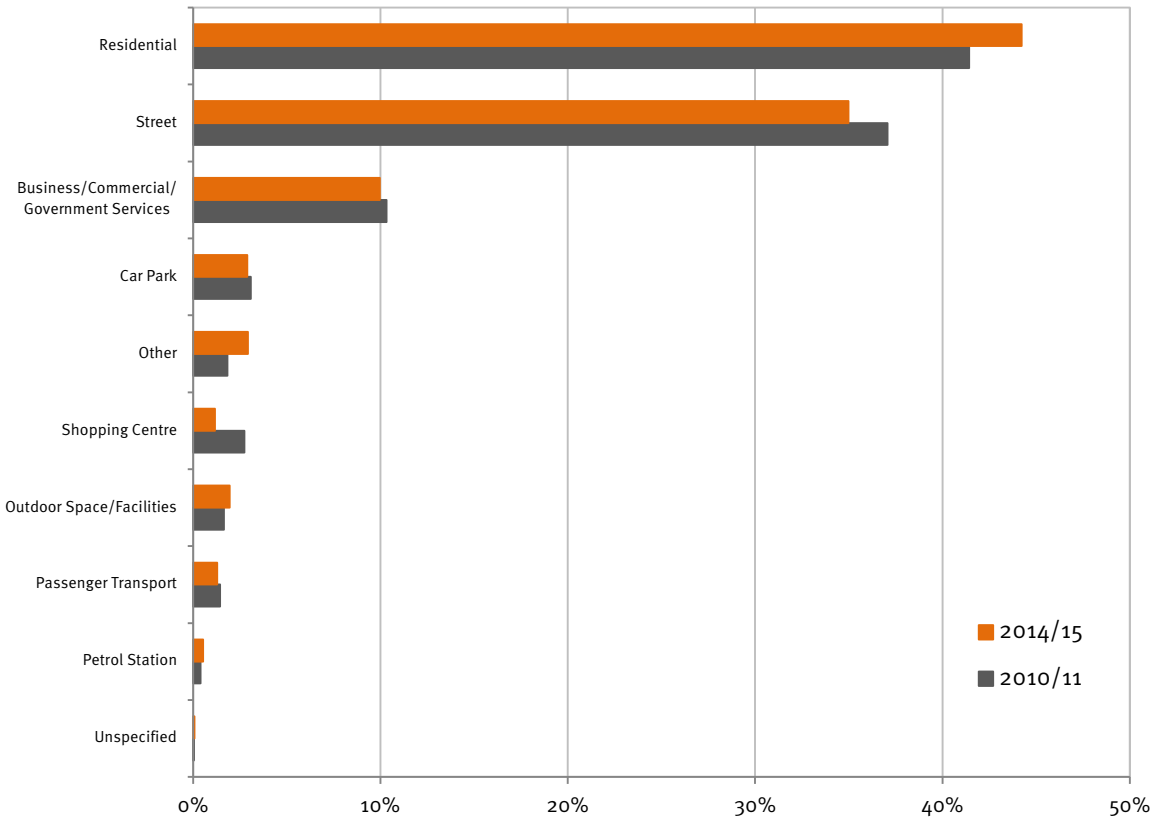
- During the 2014/15 financial year, the majority of profit motivated thefts occurred from residential locations (dwellings or shed/garage) (44%), followed by the street (35%). This compares to 41% from residential locations and 37% from the street in 2010/11. (Table 44 and Figure 24).

Table 44: Profit motivated thefts by type of location, 2014/15

Type of theft location	Number of thefts	% of thefts
Residential	3,607	44.2%
Street	2,853	35.0%
Business/Commercial/Government Services	813	10.0%
Other	239	2.9%
Car Park	236	2.9%
Outdoor Space/Facilities	159	1.9%
Passenger Transport	105	1.3%
Shopping Centre	95	1.2%
Petrol Station	44	0.5%
Unspecified	6	0.1%
Grand Total	8,157	100.0%

See notes 1 & 4 for further information

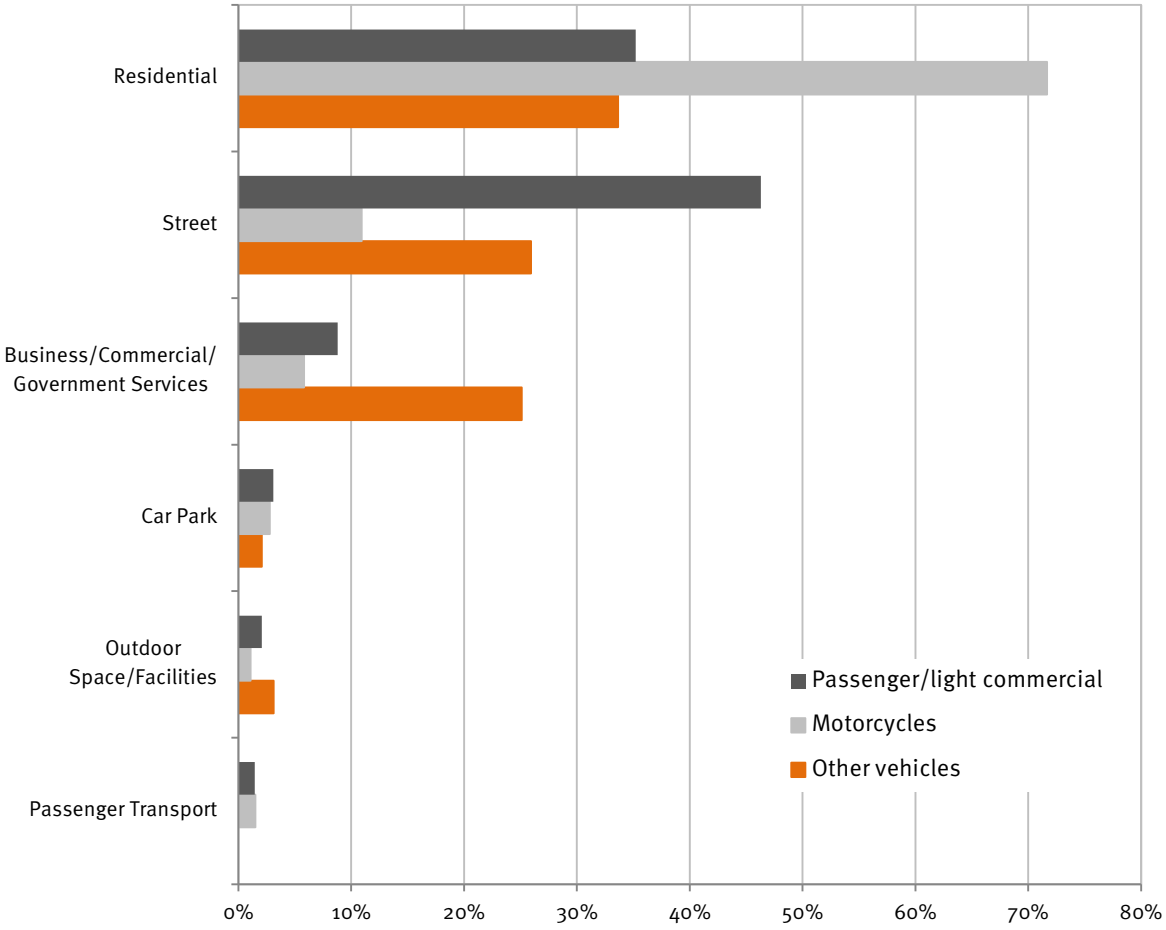
Figure 24: Profit motivated thefts by top location types, 2010/11 and 2014/15



See notes 1 & 4 for further information

- The type of location for profit motivated thefts differed significantly dependant on the type of vehicle. Motorcycles were considerably more likely to be stolen from a residential dwelling, shed or garage (72%) compared to only 35% for PLCs. Conversely, very few motorcycles were taken from the street (11%) despite being the most common location type for PLC thefts (46%). While PLCs and motorcycles had a small proportion (9% or less) of thefts from a business, commercial or government service, one quarter (25%) of other vehicles were taken from these locations (Figure 25).

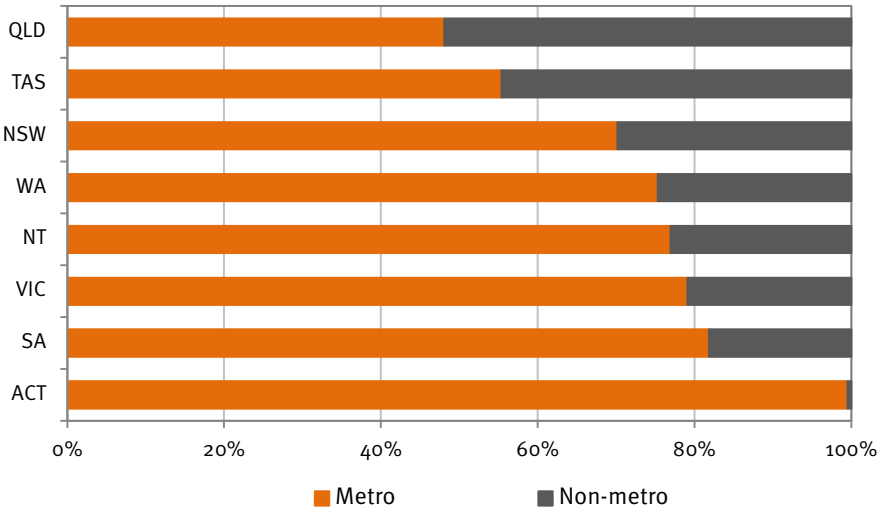
Figure 25: Profit motivated thefts by top location types and vehicle type, 2014/15



See note 4 for further information

- In Queensland and Tasmania approximately half (48 and 55% respectively) of all profit motivated thefts occurred in metropolitan areas (48%) and in Tasmania this increased to 55%. For all other jurisdictions at least 70% or more of their profit motivated thefts occurred in metropolitan locations (Figure 26).

Figure 26: Proportion of profit motivated thefts by area type and jurisdiction, 2014/15



See note 1 for further information


Top
theft target
Toyota Hilux
MY05-11
731 thefts

NOTES

1. In this report short term thefts were based on vehicles that were recovered and profit motivated thefts were based on vehicles not recovered. The recovery status was at the 9 August 2015 for NSW, and 31 July 2015 for all other jurisdictions except TAS which was at 30 June 2015. Different dates were used as TAS data is only supplied quaterly, NSW data is supplied fortnightly and all other police data is supplied monthly.
2. The passenger/light commercial vehicle category was derived by CARS from the body type and includes small, medium and large passenger vehicles, sports cars, SUVs, people movers, light commercial utilities, light commercial vans and motor homes. The motorcycle category includes all types of on and off-road motorcycles, and the other category includes heavy commercial plant and equipment and trucks, buses, other vehicles and vehicles with an unknown body type.
3. Annual theft rates per 1,000 registrations were calculated using electronic extracts provided to CARS from state registration authorities at 31 December each year. Theft rates per 1,000 population were calculated using the estimated resident population figures from the ABS publication "Australian Demographic Statistics" (3101.0) at 31 December each year.
4. Type of location information is only available for NSW and WA.
5. Thefts from previous financial years have had more time to be recovered than vehicles recorded stolen in the current financial year. For example, during 2014/15 approximately 10% of profit motivated thefts from 2013/14 were recovered and re-classified as a short term theft. Where indicated by this footnote the current year's data has been adjusted for late recoveries. Adjusting the current financial year statistics for these expected recoveries during the next twelve months provides a more accurate comparison of the current statistics with those of previous years. Adjustment for late recoveries does not change the total number of vehicles reported stolen, however the number of recovered and unrecovered vehicles used in this report may not match other sources such as police crime data which generally report recovered status at the close of the data period.
6. 'Days to recovery' is based on the number of days between the earliest possible theft date and the recovery date.
7. Distance in kilometres is based on the straight line distance between the centroids of the theft and recovery suburbs. Therefore a vehicle stolen and recovered within the same suburb was recorded here as being recovered zero kilometres from the theft location. This gives a rough indication of the distance between the two locations, but it does not take into account any driving that occurred in between theft and recovery of the vehicle. These figures do not include data for Victoria and Western Australia as recovery suburbs are not provided by these states.
8. Readers should use caution when interpreting the registration figures for motorcycles as a large number of off-road and farm bikes are not registered.
9. Australian Standard Immobiliser is defined as an immobiliser that meets the Australian Design Rules (ADR) and was fitted as standard equipment by the manufacturer. Non Australian Standard Immobiliser implies an immobiliser was fitted as standard equipment by the manufacturer that did not meet the ADR. These figures also take into account immobilisers that were fitted under Western Australia's compulsory immobiliser fitment on change of ownership scheme from 1st July 1999. They do not include vehicles that have been fitted with an immobiliser under the voluntary immobiliser scheme or any other after-market fitment of an immobiliser. If an immobiliser was offered as an optional extra then we have assumed that it was not fitted. The immobiliser statistics utilise vehicle specification data provided by Insurance Australia Group and IHS Automotive.
10. Vehicle value information has been provided by Glass's Guide and represents the average value for all grades within the make/model/year category.
11. Time of theft is based on the earliest possible time of theft as recorded by police.
12. The whole of the ACT is represented as a single unincorporated area for the purpose of this table.
13. Includes only local government areas with a resident population of 10,000 or more residents as at 30 June 2014. Source: ABS "Regional Populaion Growth" (3218.0)
14. Information for this table is based on data from NSW, NT, QLD, SA and TAS only.
15. Information for this table is based on data from ACT, NSW, NT, QLD, SA and TAS only.

DEFINITIONS

Local Government Area (LGA)

is defined according to the ABS Australian Standard Geographical Classification (ASGC) - 2010. In the CARS database, LGA is derived for the jurisdictions except the Australian Capital Territory where SLA is used. The LGA is a spatial unit which represents the whole geographical area of responsibility of an incorporated Local Government Council.

Motor vehicle

for the purpose of the CARS database, a motor vehicle is defined as a *"self propelled vehicle that runs on land surface (but is not restricted to rails or tram lines). This includes but is not limited to: car, motor cycle, campervan, truck, lorry, bus, grader, and tractor."*

It excludes trailers, caravans and horse floats etc. if stolen separately from a motor vehicle or prime mover.

Differences between statistics produced by individual Police Services and CARS are partly due to CARS excluding a number of reports relating to trailers, caravans etc. which do not meet this definition of a motor vehicle.

Motor vehicle theft

is defined as *"the taking of a motor vehicle unlawfully or without permission. This excludes damaging and tampering/interfering with a motor vehicle. Note attempted motor vehicle theft is not included."*

Essentially the vehicle has to have been moved from the location where it was parked. Thus if the vehicle was placed on blocks where it had been parked and the wheels removed this would not be regarded as motor vehicle theft. Alternatively, if the vehicle was taken down the street or around the corner and then had the wheels removed, this would be regarded as motor vehicle theft.

A victim based counting rule per incident is employed where the vehicle (not the owner) is regarded as the victim. Thus, one offence is counted for each motor vehicle stolen per incident. For example, if three motor vehicles are stolen from a car dealership during the one incident, they are counted as three motor vehicle thefts.

Occasionally an incident may be reported to police (and recorded) as a vehicle theft later to be determined to have been repossessed by a finance company, 'borrowed' by a family or household member or remembered to have been parked in a different location. Such cases while officially recorded as a stolen vehicle will be flagged with a status of 'Repossessed', 'Cancelled', 'Not Stolen' etc. While such cases are generally included in official police statistics, they have been excluded wherever possible from the National CARS database.

Likewise, many official police statistics also include 'attempts' as part of their vehicle theft figures. The National CARS database excludes all attempted thefts and only collects data from those incidents where the vehicle was actually stolen.

Recovery Status

is determined by individual police services. In general a vehicle is recovered when the chassis or shell of the vehicle is recovered. This may mean that a substantial proportion of the vehicle's components may still be missing. For example, in the case of the professional 'steal and strip' the vehicle may be classified as recovered yet the engine, seats, dashboard, wheels, sound system, interior linings, doors, and all external panels may have been removed and yet to be recovered. The general exceptions relate to number plates and engines. If a vehicle is stolen and only the engine or number plates are recovered the vehicle is still flagged as 'Stolen'. If however the vehicle is recovered and the engine or number plates are missing then the status of the vehicle is changed to 'Recovered' and the outstanding engine and or number plates are listed as stolen property.

Statistical Local Area (SLA)

is also defined according to the ABS ASGC - 2010. In the CARS database, SLA is derived for the Australian Capital Territory.

CARS

comprehensive auto-theft research system

CARS, providing data insights into Australian motor vehicle theft

National Motor Vehicle
Theft Reduction Council
driving down vehicle theft