CARS

comprehensive auto-theft research system

STATISTICAL
REPORT
2017/18

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

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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 IHS Automotive, passenger and light commercial vehicle value estimates from Glass' Guide, and ABS demographic and spatial data.

Situated in the Justice Policy and Analytics Branch 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 over 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 2017/18, 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 31 July 2018 for all states/territories except Tasmania which is at 30 June 2018. 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 weekly data and all other jurisdictions 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 2013/14 and 2017/18, 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.carsafe.com. au/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.

EXECUTIVE SUMMARY

OVERALL KEY FINDINGS

- Australia recorded a total of 52,722 thefts during the 2017/18 financial year, which represents a 6% decrease over the 2016/17 total of 56,319 thefts.

- Over the last five years, Australia's total vehicle thefts have increased 2% from the 2013/14 total of 51,478.

- During 2017/18 there was an average of 144 motor vehicle thefts per day in Australia. This is down from a total of 154 per day in 2016/17.

- With a recovery rate of 71% the 2017/18 total comprises 38,183 short term thefts and 14,539 profit motivated thefts.

- Australia's yearly theft rate equates to 2.68 thefts per 1,000 registered vehicles or 2.13 per 1,000 population.

- The median age of stolen vehicles in Australia has remained the same at 11 years of age.

- A total of 8,471 motorcycles were stolen in 2017/18. This is a 5% increase over the 2016/17 total of 8,090 thefts, and is 2% higher than the 2013/14 total.

- Motorcycles recorded the lowest recovery rate with only 45% of thefts in 2017/18 recovered compared to 77% of passenger and light commercial vehicles and 52% of other vehicles.

- There was a slight increase in thefts of vehicles aged 10-14 years from 20% in 2013/14 to 23% in 2017/18 and a reduction in theft of vehicles aged 20 - 24 years (11% in 2013/14, 9% in 2017/18).

- Overall the most popular passenger and light commercial theft targets in 2017/18 were the Holden Commodore VE MY06-13 (909 thefts), Nissan Pulsar N15 MY95-00 (743 thefts), Toyota Hilux MY05-11 (590 thefts), Holden Commodore VY MY02-04 (535 thefts) and Ford Falcon BA MY02-05 (527 thefts) .

- There has been a gradual increase in recent years in the proportion of motor vehicle thefts taken from residential locations (e.g. dwellings and residential shed/garages). In 2017/18 for example, 53% of all thefts occurred at a residential location compared to 52% in 2016/17.

Table 1: Motor vehicle theft overview, 2013/14 to 2017/18

|	2013/14	2016/17	2017/18
Total thefts	51,478	56,319	52,722
% change from 2016/17 to 2017/18			-6.4%
% change from 2013/14 to 2017/18			2.4%
Theft rate per 1,000 registrations	2.84	2.92	2.68
Theft rate per 1,000 population	2.21	2.31	2.13
Average number of thefts per day in Australia	141.0	154.3	144.4
Thefts by vehicle type			
Passenger/light commercials	40,491	45,793	42,145
Motorcycles	8,280	8,090	8,471
Other vehicles	2,707	2,436	2,106
% of thefts recovered			
All vehicles	70.1%	74.1%	71.1%
Passenger/light commercials	76.0%	79.8%	77.3%
Motorcycles	47.7%	48.2%	44.6%
Other vehicles	49.8%	52.7%	52.0%
Median vehicle age at time of theft	11 years	11 years	11 years
% of stolen vehicles aged			
0 - 4 years	17.6%	18.9%	18.4%
5 - 9 years	22.1%	21.5%	20.9%
10 - 14 years	19.5%	22.3%	23.4%
15 - 19 years	17.2%	17.0%	16.9%
20 - 24 years	10.7%	8.4%	8.7%
25 - 29 years	4.4%	4.0%	3.7%
30+ years	1.9%	2.2%	2.1%
Unknown age	6.6%	5.8%	5.9%
Type of theft locations			
Residential		51.9%	53.3%
Street		24.1%	24.2%
Business/Commercial/Government Services		10.5%	10.2%
Car Park		4.4%	4.1%
Shopping Centre		2.1%	2.0%

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

⬆⬇ SHORT TERM THEFT

- When adjusted for late recoveries, short term thefts decreased 9% in 2017/18 compared to the previous financial year and increased 6% compared to five years ago (Table 2).

- The jurisdictions with the largest reduction in the past 12 months (after adjusting for late recoveries) were Tasmania (-236 thefts*) and Victoria (-22%). In contrast, increases were recorded in Australian Capital Territory (+150 thefts*) and Queensland (+9%).

- After adjusting for late recoveries, the rate of short term thefts per 1,000 registered vehicles decreased to 1.94 in 2017/18 compared to 2.16 in 2016/17. Five years ago the theft rate was 1.99 per 1,000 registered vehicles.

Figure 1: Short term theft rate per 1,000 registrations for each jurisdiction, 2016/17 and 2017/18
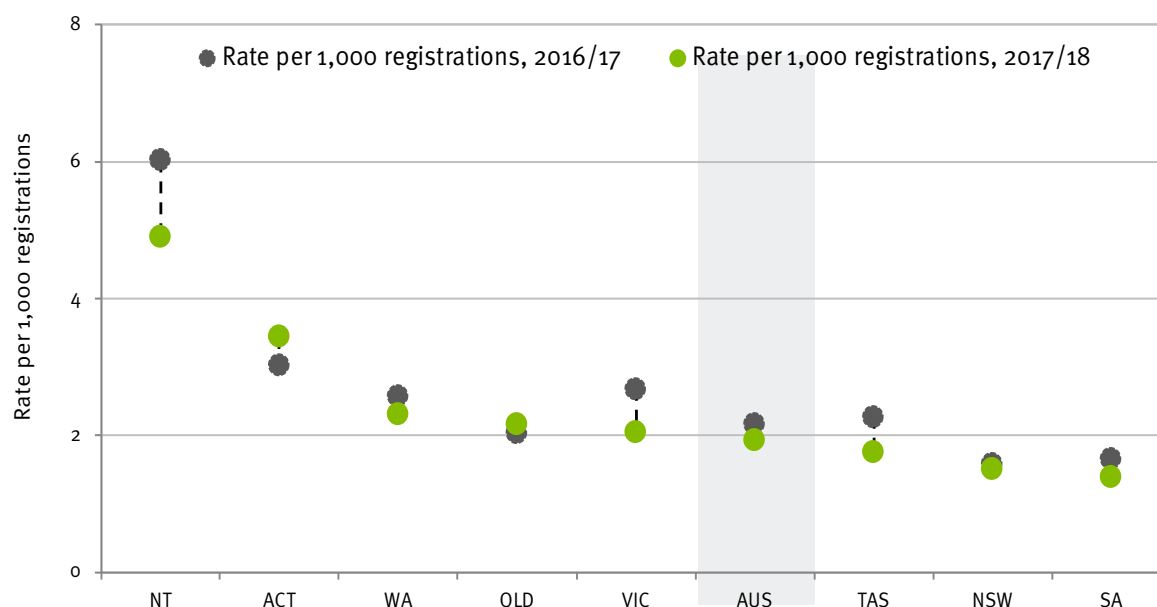
See notes 1 & 3 for further information. See table 6 for rate values.

*Percentages are not given for small jurisdictions as they can be misrepresentative of minor baseline changes.

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 remained stable at 10 years old in 2017/18.

- The top three short term theft targets in 2017/18 were the Holden Commodore VE MY06-13 (692 thefts), Nissan Pulsar N15 MY95-00 (652 thefts) and the Toyota Hilux MY05_11 (427 thefts).

- The top two locations with the highest number of short term thefts in 2017/18 were Queensland local government areas, namely the City of Brisbane (first place with 2,007 thefts), and the City of Gold Coast (second place with 1,372 thefts). The fourth top location was also in Queensland, namely, City of Logan with 861 thefts.

- Overall, 31% 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. The per cent of vehicles recovered within 24 hours has steadily declined from 35% in 2013/14 to 31% in 2017/18.

- Short term theft targets stolen in metropolitan areas of Australia were recovered on average 17.9 kms from their theft location while vehicles stolen from non-metropolitan locations were recovered on average 47.5 kms away.

ADJUSTED FOR LATE RECOVERIES - WHAT DOES THIS MEAN?

The recovery status of all data used in this report is as at 3 September 2018 for NSW and 31 July 2018 for all other jurisdictions except TAS which is at 30 June 2018. Thefts from previous financial years have had more time to be recovered than vehicles recorded stolen in the current financial year. For example, during 2017/18, 14% of profit motivated thefts from 2016/17 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, 2013/14 to 2017/18

	2013/14	2016/17	2017/18
Total short term thefts	36,073	41,712	37,471
Adjusted for late recoveries			38,183
Short terms thefts (adjusted for late recoveries)			
Australian Capital Territory	507	886	1,036
New South Wales	8,947	8,715	8,434
Northern Territory	947	969	795
Queensland	6,574	8,455	9,236
South Australia	2,352	2,370	2,095
Tasmania	1,042	1,065	829
Victoria	9,316	13,375	10,453
Western Australia	6,388	5,877	5,305
Australia	36,073	41,712	38,183
Average number of thefts per day in Australia			
Adjusted for late recoveries	99.0	114.3	104.6
Theft rate per 1,000 registrations	1.99	2.16	1.90
Adjusted for late recoveries			1.94
Vehicle body type as % of thefts			
Passenger/light commercials	85.3%	87.6%	87.0%
- Small passenger vehicle	23.0%	24.6%	25.1%
- Medium passenger vehicle	9.9%	9.2%	8.8%
- Large passenger vehicle	18.5%	15.7%	14.5%
- Sports	2.7%	2.7%	2.5%
- SUV	11.2%	15.3%	16.7%
- People mover	1.0%	0.8%	0.9%
- Light commercial utility	13.4%	14.8%	15.1%
- Light commercial van	3.1%	2.5%	2.5%
- Motor home	0.0%	0.1%	0.0%
- Unknown passenger vehicle	2.5%	1.7%	0.8%
Motorcycles	11.0%	9.3%	10.1%
Other vehicles	3.7%	3.1%	2.9%

Table 2: Short term theft overview, 2013/14 to 2017/18 (cont.)

	2013/14	2016/17	2017/18
Median vehicle age at time of theft	10 years	10 years	10 years
% of stolen vehicles aged			
0 - 4 years	19.3%	20.4%	19.7%
5 - 9 years	22.1%	22.5%	21.8%
10 - 14 years	19.5%	22.6%	23.8%
15 - 19 years	18.0%	17.3%	17.2%
20 - 24 years	11.1%	8.4%	9.0%
25 - 29 years	4.6%	4.0%	3.7%
30+ years	1.6%	1.8%	1.6%
Unknown age	3.8%	2.9%	3.2%
Type of theft locations			
Residential		53.4%	54.7%
Street		23.1%	23.3%
Business/Commercial/Government Services		10.7%	10.3%
Car Park		4.3%	4.0%
Shopping Centre		2.0%	2.1%
Time between theft and recovery			
% recovered within 1 day	34.9%	30.3%	31.3%
% recovered within 14 days	76.8%	75.8%	77.9%
% recovered within 30 days	84.4%	84.2%	86.9%
Mean distance between theft and recovery			
Metropolitan thefts	17.1 kms	18.8 kms	17.9 kms
Non-metropolitan thefts	45.3 kms	49.6 kms	47.5 kms

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

↑↓ PROFIT MOTIVATED THEFT

- When adjusted for late recoveries, profit motivated thefts comprised 28% of all motor vehicle thefts in Australia in 2017/18. The 14,539 profit motivated thefts in 2017/18 represented a slight decrease of -0.5% from the 2016/17 total of 14,607 thefts but a -6% reduction to the 2013/14 total of 15,405 thefts.

- Compared to 2016/17 figures, the Northern Territory and Tasmania recorded large reductions (-51 thefts* and -37 thefts*) and a small decline of -3% was recorded in Victoria (after adjusting for late recoveries). The remaining jurisdictions all showed small increases in profit motivated thefts with the largest increases in Australian Capital Territory (+9 thefts) and Queensland (+3%).

- After adjusting for late recoveries, the rate of profit motivated thefts in Australia during 2017/18 was 0.74 thefts per 1,000 registrations, with two jurisdictions recording a higher rate, namely Western Australia (0.99) and Victoria (0.92) .

Figure 2: Profit motivated theft rate per 1,000 registrations for each jurisdiction, 2016/17 and 2017/18
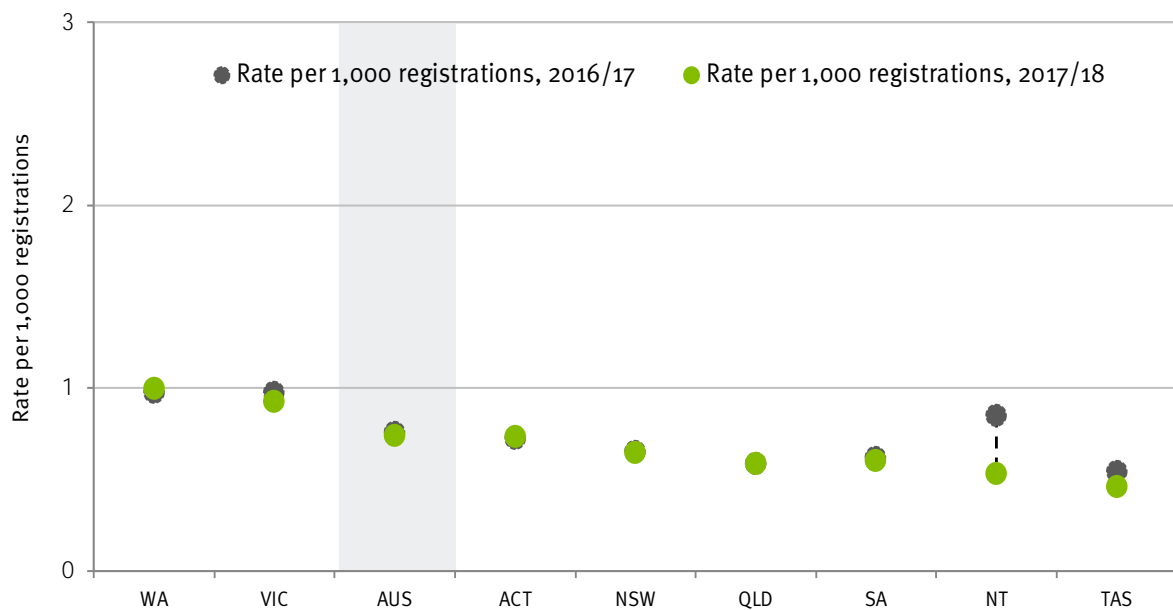
See notes 1 & 3 for further information. See table 28 for rate values.

*Percentages are not given for small jurisdictions as they can be misrepresentative of minor baseline changes.

- Passenger/light commercial vehicles accounted for 63% of all profit motivated thefts in 2017/18 including small passenger vehicles which comprised 14% of the overall total.

- Motorcycles comprised 31% of all profit motivated thefts in 2017/18, which is 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 (41%) profit motivated thefts in 2017/18.

Table 3: Profit motivated theft overview, 2013/14 to 2017/18

	2013/14	2016/17	2017/18
Total profit motivated thefts	15,405	14,607	15,251
Adjusted for late recoveries			14,539
Profit motivated thefts (Adjusted for late recoveries)			
Australian Capital Territory	182	212	221
New South Wales	4,962	3,587	3,625
Northern Territory	146	137	86
Queensland	2,608	2,428	2,497
South Australia	913	886	904
Tasmania	183	254	217
Victoria	3,933	4,873	4,711
Western Australia	2,478	2,230	2,278
Australia	15,405	14,607	14,539
Average number of thefts per day in Australia			
Adjusted for late recoveries	42.2	40.0	39.8
Theft rate per 1,000 registrations	0.85	0.76	0.77
Adjusted for late recoveries			0.74
Vehicle body type as % of thefts			
Passenger/light commercials	63.1%	63.4%	62.6%
- Small passenger vehicle	11.3%	12.1%	13.5%
- Medium passenger vehicle	6.4%	5.3%	5.2%
- Large passenger vehicle	14.7%	14.2%	12.5%
- Sports	3.5%	3.0%	2.6%
- SUV	8.6%	10.5%	11.0%
- People mover	0.8%	0.7%	0.7%
- Light commercial utility	12.4%	13.1%	13.3%
- Light commercial van	2.9%	2.0%	1.9%
- Motor home	0.1%	0.1%	0.1%
- Unknown passenger vehicle	2.3%	2.5%	1.8%
Motorcycles	28.1%	28.7%	30.8%
Other vehicles	8.8%	7.9%	6.6%

Table 3: Profit motivated theft overview, 2013/14 to 2017/18 (cont.)

	2013/14	2016/17	2017/18
Median vehicle age at time of theft	11 years	11 years	11 years
% of stolen vehicles aged			
0 - 4 years	13.8%	14.6%	15.2%
5 - 9 years	21.9%	18.7%	18.6%
10 - 14 years	19.6%	21.1%	22.6%
15 - 19 years	15.4%	16.0%	16.2%
20 - 24 years	9.8%	8.2%	8.0%
25 - 29 years	3.7%	4.0%	3.9%
30+ years	2.6%	3.3%	3.2%
Unknown age	13.1%	14.0%	12.5%
Type of theft locations			
Residential		47.8%	50.1%
Street		26.9%	26.3%
Business/Commercial/Government Services		9.9%	10.1%
Car Park		4.7%	4.1%
Outdoor Space/Facilities		1.9%	2.0%

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

2017/18

SHORT TERM VEHICLE THEFT

TRENDS

- There were 37,471 short term thefts recorded in 2017/18 which when adjusted for late recoveries corresponds to 38,183. This adjusted total was 3,529 (or 9%) less than the 41,712 recorded in the previous financial year (Table 4).

- The largest increase in short term thefts was seen in Australian Capital Territory (+150 thefts*) followed by Queensland (+9%).

- The largest decreases in short term thefts was seen in Tasmania and Victoria with -22% each.

- Short term thefts of other vehicles decreased by -14% and passenger/light commercial vehicles decreased by -9%. On the other hand, motorcycle thefts had a 2% increase.

- 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 2017/18, 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 2017/18 equates to 1.94 thefts per 1,000 registered vehicles or 1.54 thefts per 1,000 population. This compares to 2016/17 rates of 2.16 and 1.71 respectively (Table 6).

*Percentages are not given for small jurisdictions as they can be misrepresentative of minor baseline changes.

Table 4: Number and rate of short term thefts by jurisdiction, 2016/17 and 2017/18*

Passenger/light commercials	ACT	NSW	NT	QLD	SA	TAS	VIC	WA	AUS
Thefts in 2017/18	955	7,117	715	8,086	1,798	715	9,227	3,982	32,595
Thefts in 2017/18 adjusted for late recoveries	967	7,284	716	8,205	1,810	726	9,388	4,018	33,114
Thefts in 2016/17	813	7,664	875	7,353	2,050	985	12,179	4,610	36,529
% change**	**	-5.0%	**	11.6%	-11.7%	**	-22.9%	-12.8%	-9.3%
2017/18 theft rate per 1,000 registrations	3.42	1.41	5.00	2.18	1.36	1.72	2.03	2.00	1.87
2017/18 theft rate per 1,000 population	2.32	0.92	2.90	1.65	1.05	1.38	1.47	1.55	1.34
Motorcycles	ACT	NSW	NT	QLD	SA	TAS	VIC	WA	AUS
Thefts in 2017/18	55	840	55	716	240	76	716	1,083	3,781
Thefts in 2017/18 adjusted for late recoveries	58	897	58	749	246	80	758	1,115	3,961
Thefts in 2016/17	58	770	73	785	277	64	837	1,035	3,899
% change**	**	16.5%	**	-4.6%	-11.2%	**	-9.4%	7.7%	1.6%
2017/18 theft rate per 1,000 registrations	4.41	3.69	8.45	3.46	4.19	3.59	3.58	8.64	4.39
2017/18 theft rate per 1,000 population	0.14	0.11	0.24	0.15	0.14	0.15	0.12	0.43	0.16
Other vehicles	ACT	NSW	NT	QLD	SA	TAS	VIC	WA	AUS
Thefts in 2017/18	11	246	21	279	39	23	305	171	1,095
Thefts in 2017/18 adjusted for late recoveries	11	253	21	282	39	23	307	172	1,108
Thefts in 2016/17	15	281	21	317	43	16	359	232	1,284
% change**	**	-10.0%	**	-11.0%	-9.3%	**	-14.5%	-25.9%	-13.7%
2017/18 theft rate per 1,000 registrations	2.51	1.23	1.73	1.03	0.37	0.77	1.17	1.16	1.06
2017/18 theft rate per 1,000 population	0.03	0.03	0.09	0.06	0.02	0.04	0.05	0.07	0.04
All vehicles	ACT	NSW	NT	QLD	SA	TAS	VIC	WA	AUS
Thefts in 2017/18	1,021	8,203	791	9,081	2,077	814	10,248	5,236	37,471
Thefts in 2017/18 adjusted for late recoveries	1,036	8,434	795	9,236	2,095	829	10,453	5,305	38,183
Thefts in 2016/17	886	8,715	969	8,455	2,370	1,065	13,375	5,877	41,712
% change**	**	-3.2%	**	9.2%	-11.6%	**	-21.8%	-9.7%	-8.5%
2017/18 theft rate per 1,000 registrations	3.45	1.51	4.90	2.17	1.40	1.75	2.05	2.32	1.94
2017/18 theft rate per 1,000 population	2.49	1.07	3.22	1.86	1.21	1.58	1.64	2.05	1.54

* The 2017/18 rates used in this table have been adjusted for late recoveries

** Percentages are not given for small jurisdictions as they can be misrepresentative of minor baseline changes.

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

Table 5: Short term thefts by vehicle type in each jurisdiction, 2017/18*

	ACT	NSW	NT	QLD	SA	TAS	VIC	WA	AUS
Passenger/light commercial vehicles									
Number of thefts	967	7,284	716	8,205	1,810	726	9,388	4,018	33,114
% of all thefts	93.3%	86.4%	90.1%	88.8%	86.4%	87.6%	89.8%	75.7%	86.7%
Number registered	283,112	5,152,217	143,111	3,766,455	1,332,732	420,994	4,627,484	2,013,471	17,739,576
% of total registrations	94.2%	92.0%	88.3%	88.5%	89.0%	89.0%	90.7%	87.9%	90.1%
Motorcycles									
Number of thefts	58	897	58	749	246	80	758	1,115	3,961
% of all thefts	5.6%	10.6%	7.3%	8.1%	11.7%	9.7%	7.3%	21.0%	10.4%
Number registered	13,148	242,778	6,866	216,744	58,730	22,294	211,930	129,111	901,601
% of total registrations	4.4%	4.3%	4.2%	5.1%	3.9%	4.7%	4.2%	5.6%	4.6%
Other vehicles									
Number of thefts	11	253	21	282	39	23	307	172	1,108
% of all thefts	1.1%	3.0%	2.6%	3.1%	1.9%	2.8%	2.9%	3.2%	2.9%
Number registered	4,374	205,622	12,133	272,787	106,133	29,982	263,140	148,628	1,042,799
% of total registrations	1.5%	3.7%	7.5%	6.4%	7.1%	6.3%	5.2%	6.5%	5.3%
All vehicles									
Number of thefts	1,036	8,434	795	9,236	2,095	829	10,453	5,305	38,183
Number registered	300,634	5,600,617	162,110	4,255,986	1,497,595	473,270	5,102,554	2,291,210	19,683,976

* The 2017/18 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, 2013/14 to 2017/18

Theft rate per 1,000 registrations	ACT	NSW	NT	QLD	SA	TAS	VIC	WA	AUS
2013/14	1.83	1.75	6.19	1.69	1.70	2.31	2.00	2.91	1.99
2014/15	2.53	1.67	6.79	1.41	1.49	2.51	2.03	2.73	1.90
2015/16	2.48	1.54	5.56	1.59	1.58	1.95	2.74	2.86	2.08
2016/17	3.02	1.59	6.02	2.03	1.65	2.27	2.68	2.57	2.16
2017/18*	3.45	1.51	4.90	2.17	1.40	1.75	2.05	2.32	1.94

Theft rate per 1,000 population	ACT	NSW	NT	QLD	SA	TAS	VIC	WA	AUS
2013/14	1.31	1.20	3.91	1.40	1.40	2.03	1.60	2.55	1.55
2014/15	1.80	1.16	4.35	1.19	1.23	2.24	1.62	2.42	1.49
2015/16	1.79	1.08	3.59	1.34	1.34	1.77	2.18	2.55	1.64
2016/17	2.18	1.12	3.94	1.73	1.38	2.05	2.14	2.29	1.71
2017/18*	2.49	1.07	3.22	1.86	1.21	1.58	1.64	2.05	1.54

* The 2017/18 rates used in this table have been adjusted for late recoveries
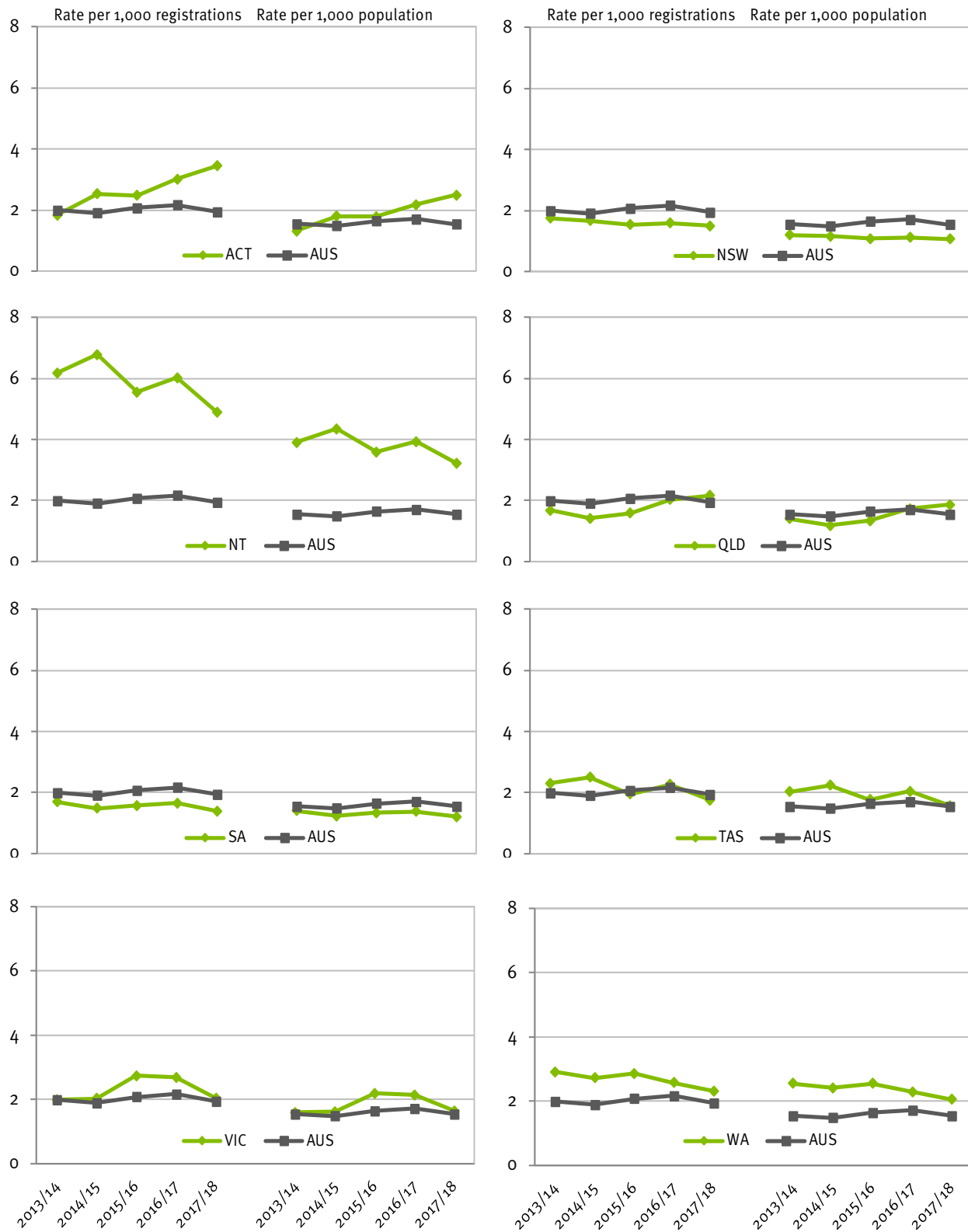
See notes 1, 3 & 5 for further information.

Figure 3: Short term theft rate per 1,000 registrations and per 1,000 population by jurisdiction, 2013/14 to 2017/18*

* The 2017/18 rates used in these graphs have been adjusted for late recoveries

See notes 3 & 5 for further information.

WHAT TYPES OF VEHICLES WERE STOLEN?

- More than three quarters (78%) of short term PLC thefts were manufactured in the 2000s or 2010s, with a mean age of 11.8 years (Table 7).

- Similarly, motorcycles stolen in 2017/18 were also young with almost eight in ten (77%) manufactured from 2000 onwards and an average age of only 8.8 years.

Table 7: Short term thefts by decade of manufacture, 2017/18

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	23	0.1%	0.6%	0.20
1970s	95	0.3%	0.8%	0.71
1980s	666	2.0%	1.3%	2.85
1990s	5,940	18.2%	9.8%	3.41
2000s	14,306	43.9%	40.5%	1.99
2010s	11,166	34.3%	46.9%	1.34
Unknown	399	1.2%	0.1%	20.99
Total - Passenger/light commercials	32,595	87.0%	90.1%	1.84
Motorcycles				
‹1970	4	0.1%	1.0%	0.43
1970s	16	0.4%	1.6%	1.10
1980s	52	1.4%	3.2%	1.81
1990s	188	5.0%	9.2%	2.28
2000s	1,215	32.1%	37.9%	3.55
2010s	1,704	45.1%	46.4%	4.07
Unknown	602	15.9%	0.7%	98.38
Total - Motorcycles	3,781	10.1%	4.6%	4.19
Other vehicles				
‹1970	3	0.3%	1.9%	0.15
1970s	7	0.6%	3.9%	0.17
1980s	63	5.8%	9.9%	0.61
1990s	170	15.5%	15.8%	1.03
2000s	348	31.8%	34.6%	0.97
2010s	294	26.8%	33.1%	0.85
Unknown	210	19.2%	0.8%	25.22
Total - Other vehicles	1,095	2.9%	5.3%	1.05

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

Figure 4: Short term thefts by vehicle type and decade of manufacture, 2017/18
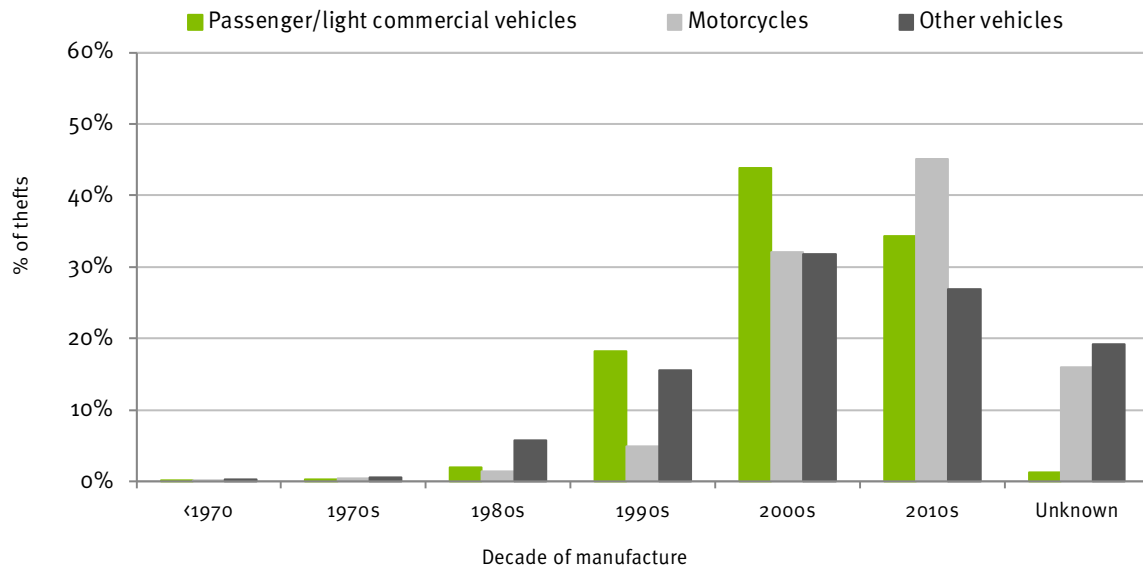
Legend: Passenger/light commercial vehicles, Motorcycles, Other vehicles

X-axis: Decade of manufacture (<1970, 1970s, 1980s, 1990s, 2000s, 2010s, Unknown)
Y-axis: % of thefts (0% to 60%)

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+ years towards vehicles aged 0-4 and 10-14 years (Figure 5).

Figure 5: Short term passenger and light commercial thefts by age of vehicle, 2013/14 and 2017/18

Legend: 2017/18, 2013/14

X-axis: Vehicle age at time of theft (years) (0-4, 5-9, 10-14, 15-19, 20-24, 25-29, 30+, Unknown)
Y-axis: % of thefts (0% to 40%)
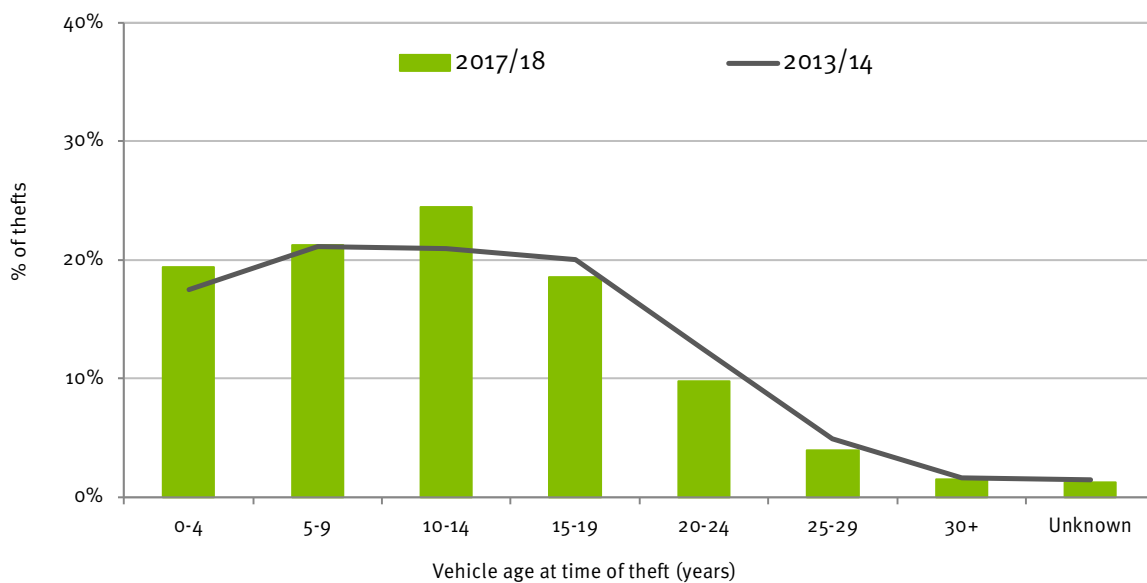
See notes 1 & 2 for further information.

- One in 11 (9%) PLC vehicles of Australia's registered fleet do not have an immobiliser. These non-immobilised vehicles comprised almost a fifth (18%) of all PLC short term thefts in 2017/18 (Table 8).

Table 8: Passenger/light commercial vehicle short term thefts and registrations by immobiliser presence in each jurisdiction, 2017/18

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	584	61.2%	260,753	92.1%	2.24
Non-Australian Standard	20	2.1%	2,602	0.9%	7.69
No Immobiliser	351	36.8%	19,757	7.0%	17.77
NSW					
Australian Standard	5,840	82.1%	4,667,404	90.6%	1.25
Non-Australian Standard	120	1.7%	52,249	1.0%	2.30
No Immobiliser	1,157	16.3%	432,564	8.4%	2.67
NT					
Australian Standard	604	84.5%	124,529	87.0%	4.85
Non-Australian Standard	9	1.3%	1,152	0.8%	7.81
No Immobiliser	102	14.3%	17,430	12.2%	5.85
QLD					
Australian Standard	6,986	86.4%	3,264,886	86.7%	2.14
Non-Australian Standard	99	1.2%	42,502	1.1%	2.33
No Immobiliser	1,001	12.4%	459,067	12.2%	2.18
SA					
Australian Standard	1,314	73.1%	1,130,381	84.8%	1.16
Non-Australian Standard	73	4.1%	26,638	2.0%	2.74
No Immobiliser	411	22.9%	175,713	13.2%	2.34
TAS					
Australian Standard	341	47.7%	331,163	78.7%	1.03
Non-Australian Standard	20	2.8%	7,413	1.8%	2.70
No Immobiliser	354	49.5%	82,418	19.6%	4.30
VIC					
Australian Standard	6,798	73.7%	4,152,769	89.7%	1.64
Non-Australian Standard	250	2.7%	74,630	1.6%	3.35
No Immobiliser	2,179	23.6%	400,085	8.6%	5.45
WA					
Australian Standard	3,734	93.8%	1,906,778	94.7%	1.96
Non-Australian Standard	85	2.1%	24,793	1.2%	3.43
No Immobiliser	163	4.1%	81,900	4.1%	1.99
Australia					
Australian Standard	26,201	80.4%	15,838,663	89.3%	1.65
Non-Australian Standard	676	2.1%	231,979	1.3%	2.91
No Immobiliser	5,718	17.5%	1,668,934	9.4%	3.43

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

- The Holden Commodore VE MY06-13 was the top short term theft target during the financial year with 692 thefts, followed by the Nissan Pulsar N15 MY95-00 (652 thefts). They recorded an average value of $10,422 and $1,829 respectively (Table 9).

- The combined total of top 10 short term passenger and light commercial theft targets in 2017/18 accounted for 4,174 or 13% of PLC short term thefts and were valued at $37.3 million from a total of $405.4 million for all short term PLC thefts.

Table 9: Top passenger/light commercial vehicle short term theft targets by Make/Model/Series/Year Range, 2017/18

Ranking			Number of thefts		Sum of Glass's Guide value estimate	
2016/17	2017/18	Make Model Series Year Range	2016/17	2017/18	2016/17	2017/18
2	1	Holden Commodore VE MY06_13	760	692	$9,550,704	$7,212,606
1	2	Nissan Pulsar N15 MY95_00	852	652	$1,693,998	$1,192,748
3	3	Toyota Hilux MY05_11	484	427	$6,447,100	$5,371,837
5	4	Holden Commodore VY MY02_04	437	413	$2,367,264	$2,055,627
4	5	Ford Falcon BA MY02_05	465	388	$2,507,910	$1,997,414
6	6	Holden Commodore VT MY97_00	432	342	$1,528,313	$1,168,223
7	7	Holden Commodore VX MY00_02	412	337	$1,770,475	$1,339,414
9	8	Nissan Navara D40 MY05_15	324	317	$5,911,021	$5,141,383
8	9	Holden Commodore VZ MY04_06	357	304	$2,212,534	$1,750,519
12	10	Holden Commodore VF MY13_17	292	302	$10,440,072	$10,028,046
15	11	Toyota Corolla ZRE182R MY12+	274	277	$5,522,220	$5,452,158
11	12	Toyota Hilux MY98_04	296	269	$1,463,662	$1,257,817
14	13	Ford Falcon FG MY08_14	279	268	$3,969,480	$3,250,170
10	14	Toyota Hilux MY12_15	314	266	$8,499,145	$6,713,064
16	15	Holden Captiva CG MY06+	267	257	$4,215,986	$3,521,328
13	16	Toyota Corolla ZRE152R MY07_14	287	246	$3,343,732	$2,324,422
18	17	Mazda 3 BK MY04_09	254	242	$1,818,385	$1,239,335
17	18	Ford Falcon AU MY98_02	263	218	$1,486,997	$1,087,278
25	19	Toyota Corolla ZZE122R MY01_07	207	215	$891,300	$710,625
38	20	Ford Ranger PX MY11+	175	214	$6,074,757	$7,241,984
24	21	Holden Astra TS MY99_05	208	209	$529,838	$494,895
21	22	Toyota Camry ASV50R MY11_17	218	203	$5,256,201	$4,380,844
22	22	Mazda 3 BL MY09_14	215	203	$3,478,926	$2,807,450
37	23	Hyundai i30 GD MY12_17	176	194	$3,727,313	$3,897,003
23	24	Nissan Navara D22 MY01_15	212	193	$2,359,300	$1,813,491
31	24	Holden Rodeo RA MY03_08	187	193	$1,262,688	$1,170,797
19	25	Nissan Patrol GU MY97+	223	189	$3,675,427	$2,936,873
30	26	Toyota Camry ACV40R MY06_12	189	188	$1,698,448	$1,395,608
27	27	Hyundai Getz TB MY02_11	197	187	$835,325	$611,780
28	28	Holden Cruze JH MY11_16	195	183	$2,909,431	$2,443,307
19	29	Ford Falcon BF MY05_08	223	181	$1,783,376	$1,186,298
39	30	Nissan Patrol GQ MY88_97	174	169	$942,014	$915,819

See notes 1, 2 & 10 for further information.

- Two fifths (40%) of PLCs stolen for short term theft in 2017/18 were valued at less than $5,000 and a further 20% were valued between $5,000 and $9,999. At the other end of the scale, 7% of PLC thefts were valued between $30,000 and $49,999 and only 3% were valued at $50,000 or more (Table 10).

- Large passenger vehicles are becoming less dominant amongst short term theft targets. In 2013/14 large passenger vehicles represented 22% of PLC short term thefts and by 2017/18 this had fallen to 17%. However, despite this decrease they are still over represented amongst theft targets as they comprised only 10% of the registered fleet in 2017/18 (Figure 6).

- Compared to five years ago, the proportion of small passenger, SUV's and light commercial utilities as short term theft targets have all increased. In 2017/18 small passenger vehicles comprised 29% 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, 2017/18

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	13,039	40.0%	$37,181,371	9.2%
$5,000 to ‹ $10,000	6,657	20.4%	$45,740,631	11.3%
$10,000 to ‹ $20,000	6,366	19.5%	$92,187,339	22.7%
$20,000 to ‹ $30,000	3,333	10.2%	$81,053,894	20.0%
$30,000 to ‹ $50,000	2,385	7.3%	$89,296,321	22.0%
$50,000+	815	2.5%	$59,981,446	14.8%
Grand total	32,595	100.0%	$405,441,002	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, 2016/17 and 2017/18

Vehicle segment	Number of thefts		% of thefts		Theft rate per 1,000 registrations	
	2016/17	2017/18	2016/17	2017/18	2016/17	2017/18
Small passenger	10,253	9,419	28.1%	28.9%	1.89	1.72
Medium passenger	3,837	3,287	10.5%	10.1%	2.44	2.11
Large passenger	6,560	5,447	18.0%	16.7%	3.34	2.99
Sports	1,146	940	3.1%	2.9%	3.13	2.43
SUV	6,402	6,271	17.5%	19.2%	1.57	1.41
People mover	354	321	1.0%	1.0%	1.52	1.36
Light commercial utility	6,190	5,675	16.9%	17.4%	2.24	1.97
Light commercial van	1,048	928	2.9%	2.8%	2.33	2.02
Motor home	22	12	0.1%	0.0%	0.89	0.47
Unknown passenger	717	295	2.0%	0.9%	1.44	0.67

See notes 1, 2 & 3 for further information.

Figure 6: Short term passenger/light commercial vehicle thefts and registrations by vehicle segment, 2013/14 and 2017/18

Small passenger vehicles

- Thefts: 28.9% (2017/18), 26.9% (2013/14)
- Registrations: 30.9% (2017/18), 30.8% (2013/14)

Medium passenger vehicles

- Thefts: 10.1% (2017/18), 11.6% (2013/14)
- Registrations: 8.8% (2017/18), 9.6% (2013/14)

Large passenger vehicles

- Thefts: 16.7% (2017/18), 21.7% (2013/14)
- Registrations: 10.3% (2017/18), 14.6% (2013/14)

Sports

- Thefts: 2.9% (2017/18), 3.2% (2013/14)
- Registrations: 2.2% (2017/18), 2.0% (2013/14)

SUV

- Thefts: 19.2% (2017/18), 13.2% (2013/14)
- Registrations: 25.1% (2017/18), 18.9% (2013/14)

People movers

- Thefts: 1.0% (2017/18), 1.1% (2013/14)
- Registrations: 1.3% (2017/18), 1.4% (2013/14)

Light commercial utilities

- Thefts: 17.4% (2017/18), 15.7% (2013/14)
- Registrations: 16.2% (2017/18), 15.2% (2013/14)

Light commercial vans

- Thefts: 2.8% (2017/18), 3.6% (2013/14)
- Registrations: 2.6% (2017/18), 2.7% (2013/14)

Legend: 2013/14, 2017/18

See notes 1 & 2 for further information.

**Table 12: Top short term passenger/light commercial vehicle theft targets, 2016/17 and 2017/18**

Segment / Make model series year	Number of thefts	
	2016/17	2017/18
Small passenger		
Nissan Pulsar N15 MY95_00	852	652
Toyota Corolla ZRE182R MY12+	274	277
Toyota Corolla ZRE152R MY07_14	287	246
Medium passenger		
Toyota Camry ASV50R MY11_17	218	203
Toyota Camry ACV40R MY06_12	189	188
Toyota Camry SXV20R MY97_02	179	155
Large passenger		
Holden Commodore VE MY06_13	760	692
Holden Commodore VY MY02_04	437	413
Ford Falcon BA MY02_05	465	388
Sports		
Toyota 86 ZN6 MY12+	31	31
Subaru Impreza WRX MY14+	25	30
Subaru Impreza WRX MY99_00	37	30
SUV		
Holden Captiva CG MY06+	267	257
Ford Territory SY MY05_11	186	157
Toyota Landcruiser 80 Series MY90_98	154	152
People mover		
Kia Grand Carnival VQ MY06_15	25	33
Toyota Tarago ACR50R MY06+	17	22
Toyota Tarago ACR30R MY00_06	20	21
Hyundai iMax TQ MY07+	15	21
Light commercial utility		
Toyota Hilux MY05_11	484	427
Nissan Navara D40 MY05_15	324	317
Toyota Hilux MY98_04	296	269
Light commercial van		
Toyota Hiace MY05+	155	154
Toyota Hiace MY90_04	164	151
Mitsubishi Express SJ MY94_14	71	76

See notes 1 & 2 for further information.

MOTORCYCLES

- Compared to 5 years ago, there has been a shift from theft of motorcycles vehicles aged 0-9 years towards vehicles aged 10+ years old (Figure 7).

Figure 7: Short term motorcycle thefts by age of vehicle, 2013/14 and 2017/18
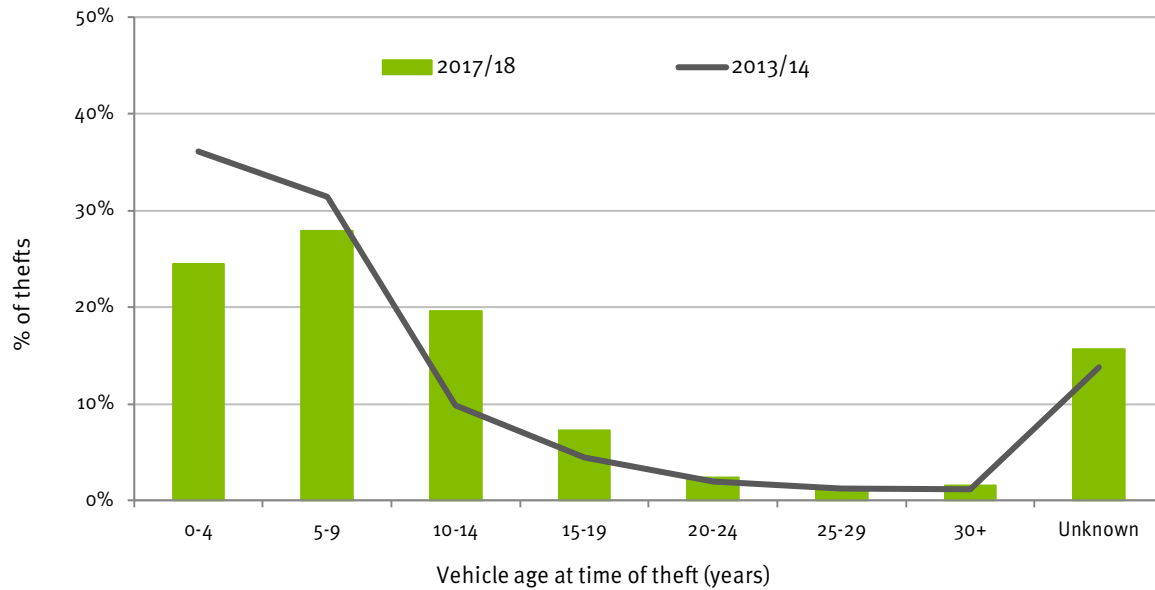
See notes 1 & 2 for further information.

Table 13: Short term motorcycle thefts by market segment, 2016/17 and 2017/18

Vehicle segment	Number of thefts		% of thefts	
	2016/17	2017/18	2016/17	2017/18
On-road	2,347	2,183	60.2%	57.7%
- Standard	251	252	6.4%	6.7%
- Sports	765	681	19.6%	18.0%
- Touring	83	69	2.1%	1.8%
- Cruiser	109	95	2.8%	2.5%
- Scooter	955	944	24.5%	25.0%
- Unknown	184	142	4.7%	3.8%
Off-road	760	714	19.5%	18.9%
- ATV	127	141	3.3%	3.7%
- Dirt	127	113	3.3%	3.0%
- Sport	339	263	8.7%	7.0%
- Mini	52	39	1.3%	1.0%
- Unknown	115	158	2.9%	4.2%
Unknown motorcycle	792	884	20.3%	23.4%
Total motorcycles	3,899	3,781	100.0%	100.0%

See notes 1 & 2 for further information.

- One in five (20%) of the short term motorcycles thefts in 2017/18 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 (56%) of the known motorcycle short term thefts in 2017/18.

- SYM and Aprilia had the largest increase in motorcycle short term thefts up +36 thefts and +15 thefts, respectively (+36% and +38%, respectively) while Hyosung and Kawasaki had the greatest reductions, down 58 thefts (-41%) and 42 thefts (-11%).

Table 14: Top motorcycle short term theft targets by make, 2016/17 and 2017/18

Ranking			Number of thefts		% of thefts	
2016/17	2017/18	Make	2016/17	2017/18	2016/17	2017/18
1	1	Honda	773	775	20.4%	21.2%
2	2	Yamaha	619	617	16.3%	16.9%
3	3	Kawasaki	378	336	10.0%	9.2%
4	4	Suzuki	350	335	9.2%	9.2%
5	5	KTM	230	197	6.1%	5.4%
9	6	SYM	100	136	2.6%	3.7%
8	7	Piaggio	113	121	3.0%	3.3%
7	8	Triumph	115	112	3.0%	3.1%
7	9	Longjia	115	104	3.0%	2.8%
10	10	Kymco	82	85	2.2%	2.3%
6	11	Hyosung	142	84	3.7%	2.3%
18	12	Aprilia	40	55	1.1%	1.5%
17	13	Vespa	42	53	1.1%	1.4%
13	14	TGB	56	49	1.5%	1.3%
11	15	Harley Davidson	78	47	2.1%	1.3%
18	16	Husqvarna	40	46	1.1%	1.3%
16	17	Ducati	46	41	1.2%	1.1%
12	18	Adly	61	40	1.6%	1.1%
19	19	BMW	37	35	1.0%	1.0%
14	20	Vmoto	49	34	1.3%	0.9%
15	20	Bolwell	48	34	1.3%	0.9%
20	21	CFMoto	35	29	0.9%	0.8%
21	21	Bollini	24	29	0.6%	0.8%
24	22	Znen	15	18	0.4%	0.5%
22	23	Baotian	19	17	0.5%	0.5%
23	24	Polaris	17	16	0.4%	0.4%
29	25	Can-Am	5	13	0.1%	0.4%
28	25	PGO	6	13	0.2%	0.4%
29	26	Sachs	5	11	0.1%	0.3%
26	27	Daelim	8	10	0.2%	0.3%
32	28	MV Agusta	2	9	0.1%	0.2%
25	28	Husaberg	13	9	0.3%	0.2%
25	29	BUG	13	8	0.3%	0.2%
27	29	FYM	7	8	0.2%	0.2%
32	30	Royal Enfield	2	7	0.1%	0.2%
32	30	Sherco	2	7	0.1%	0.2%
34	30	Kubota	0	7	0.1%	0.2%

See notes 1, 2 & 10 for further information.

Table 15: Top motorcycle short term theft targets by make and model, 2016/17 and 2017/18

Motorcycle Make and Model	Segment	Short term thefts	
		2016/17	2017/18
Honda CT110 105cc MY80+	On-road standard	75	58
Suzuki DR-Z400 398cc MY00+	Off-road dirt	44	48
Yamaha WR450 449cc MY03_17	Off-road sport	38	43
Kawasaki Ninja 300 296cc MY12+	On-road sport	51	39
Hyosung GT250 249cc MY02_14	On-road sport	37	37
Yamaha YZF-R1 998cc MY98+	On-road sport	40	34
Honda CB125E 124cc MY12+	On-road standard	9	26
Hyosung GT650 647cc MY03+	On-road sport	50	25
Honda CBR250R 249cc MY11_14	On-road sport	20	25
Yamaha YZF-R15 149cc MY11_17	On-road sport	22	25
Kawasaki Ninja 250R 249cc MY07_12	On-road sport	27	21
Yamaha YZF-R3 321cc MY15+	On-road sport	17	21
Suzuki GSX-R1000 999cc MY01+	On-road sport	15	19
Honda CBR500R 471cc MY13+	On-road sport	8	19
Yamaha WR250 249cc MY90+	Off-road sport	20	17
Yamaha YZF-R6 599cc MY98+	On-road sport	22	17
Honda CBR600RR 599cc MY03+	On-road sport	20	17
Triumph Daytona 0cc MY92_17	On-road sport	9	17
Suzuki GSX-R750 749cc MY85+	On-road sport	16	15
Suzuki DR650SE 644cc MY98+	On-road standard	12	15
Honda CBR125R 125cc MY07_12	On-road sport	12	14
Piaggio Zip 50 50cc MY03+	On-road scooter	21	13
Suzuki SV650 645cc MY99_12	On-road sport	12	13
Honda Today 50 49cc MY03_14	On-road scooter	9	13
Triumph Street Triple 675cc MY07+	On-road sport	10	12
Yamaha Jog 49cc MY91_12	On-road scooter	14	12

See notes 1 & 2 for further information.

- Motorcycles with an engine cubic capacity of 201-500 cc comprised one quarter (24%) of short term thefts in 2017/18 (Table 16).

- The majority (82%) of motorcycles stolen for short term use in 2017/18 were registered (Table 17).

Table 16: Short term motorcycle thefts by engine capacity, 2016/17 and 2017/18

Engine capacity	Number of thefts		% of thefts	
	2016/17	2017/18	2016/17	2017/18
50 cc or less	562	512	14.4%	13.5%
51 - 100 cc	33	33	0.8%	0.9%
101 - 150 cc	469	476	12.0%	12.6%
151 - 200 cc	79	94	2.0%	2.5%
201 - 250 cc	507	450	13.0%	11.9%
251 - 500 cc	507	456	13.0%	12.1%
501 - 750 cc	515	437	13.2%	11.6%
751 - 1000 cc	253	218	6.5%	5.8%
1001 cc or more	137	119	3.5%	3.1%
Unknown motorcycle	837	986	21.5%	26.1%

See notes 1 & 2 for further information.

Table 17: Short term motorcycle thefts by registration status, 2016/17 and 2017/18

Registration Status	Number of thefts		% of thefts	
	2016/17	2017/18	2016/17	2017/18
Registered	3,284	3,116	84.2%	82.4%
Unregistered	615	665	15.8%	17.6%
Grand Total	3,899	3,781	100.0%	100.0%

See notes 1 & 2 for further information.

OTHER VEHICLES

- There has been a slight shift from theft of other vehicles aged 5-9 and 25-29 years old to those aged 0-4 and 10-19 years when comparing thefts in 2017/18 to those in 2013/14. (Figure 8).

- Almost three in five (58%) of the short term other vehicle thefts in 2017/18 were heavy trucks (Table 18).

- Excavators and tractors made up the greatest proportion of heavy plant and equipment thefts, with 16% of thefts each.

Figure 8: Short term other vehicle thefts by age of vehicle, 2013/14 and 2017/18
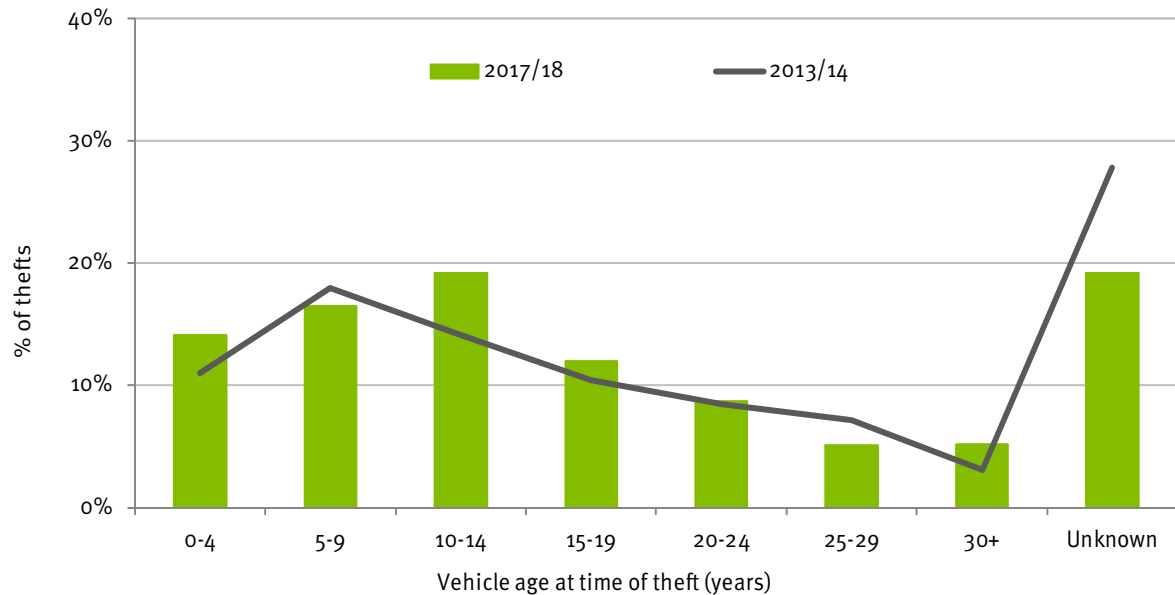
See notes 1 & 2 for further information.

**Table 18: Short term other vehicle theft by segment, 2016/17 and 2017/18**

Engine capacity	Number of thefts		% of thefts	
	2016/17	2017/18	2016/17	2017/18
Heavy plant and equipment	243	247	18.9%	22.6%
- Excavator	45	40	19%	16%
- Tractor	45	39	19%	16%
- Skidsteer	20	27	8%	11%
- Forklift	13	20	5%	8%
- Roller	6	9	2%	4%
- Loader	6	8	2%	3%
- Mower	14	6	6%	2%
- Backhoe	4	4	2%	2%
- Bulldozer	5	4	2%	2%
- Grader	2	3	1%	1%
- Sweeper	3	1	1%	0%
- Other	0	0	0%	0%
- Unknown	80	86	33%	35%
- Subtotal: Heavy plant and equipment	243	247	100%	100%
Heavy truck	693	637	54.0%	58.2%
Heavy unknown	1	4	0.1%	0.4%
Bus	121	95	9.4%	8.7%
Other - not elsewhere classified	40	36	3.1%	3.3%
Unknown body type	186	76	14.5%	6.9%

See notes 1 & 2 for further information.

WHEN WERE THEY STOLEN?

- On average, there were 3,123 short term thefts per month across Australia in 2017/18. This included 2,716 PLC thefts, 315 motorcycles thefts and 91 other vehicle thefts per month.

- Averaged over the past five years, short term thefts were generally low in the months of June, July 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 January 2017, there appears to be a general downward trend in short term thefts (Figure 9).

- In 2017/18 the highest number of thefts were recorded in March (3,537 thefts) and the lowest was in June (2,632).
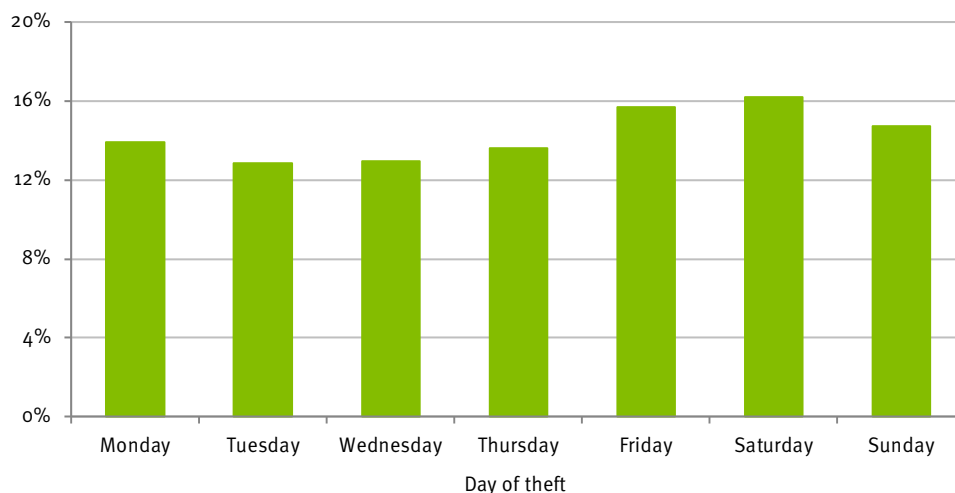
Figure 9: Number of short term thefts by month stolen, 2013/14 to 2017/18
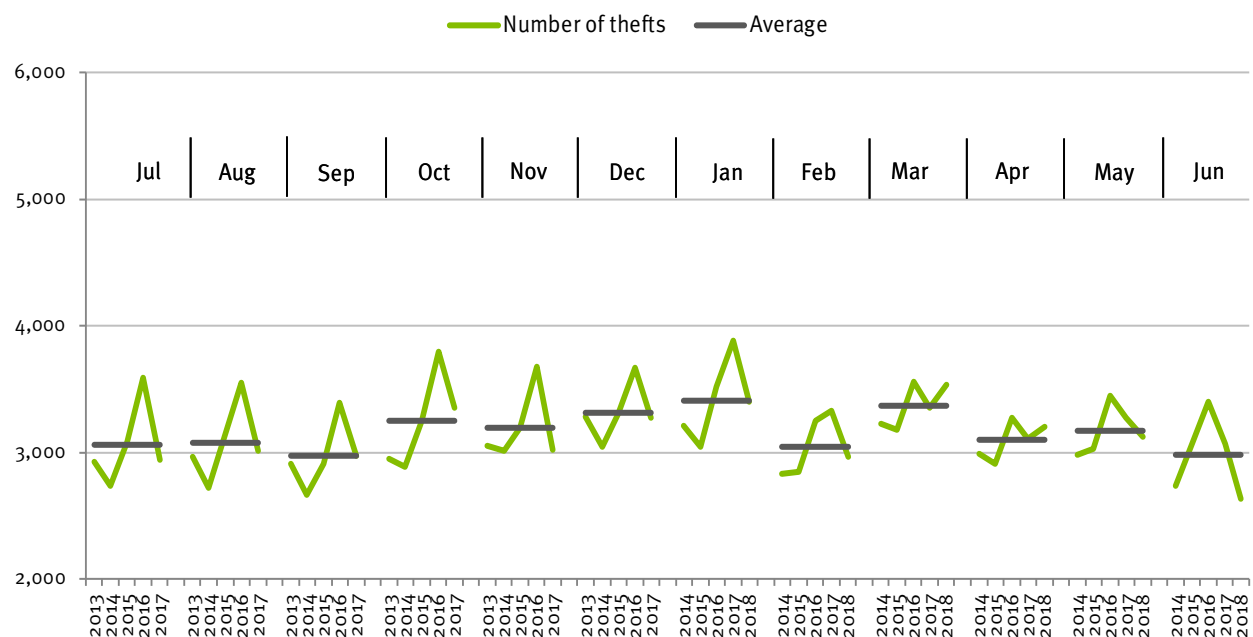
See note 1 for further information.

- Overall Fridays and Saturdays were the most popular days for short term thefts, each comprising 16% of thefts (Figure 10).

- Almost three in ten (28%) short term thefts occurred between 8 pm and midnight. A further 24% occurred between 4 pm and 7.59 pm (Figure 11).

Figure 10: Number of short term thefts by day of week, 2017/18

See note 1 for further information.

Figure 11: Number of short term thefts by time of day, 2017/18
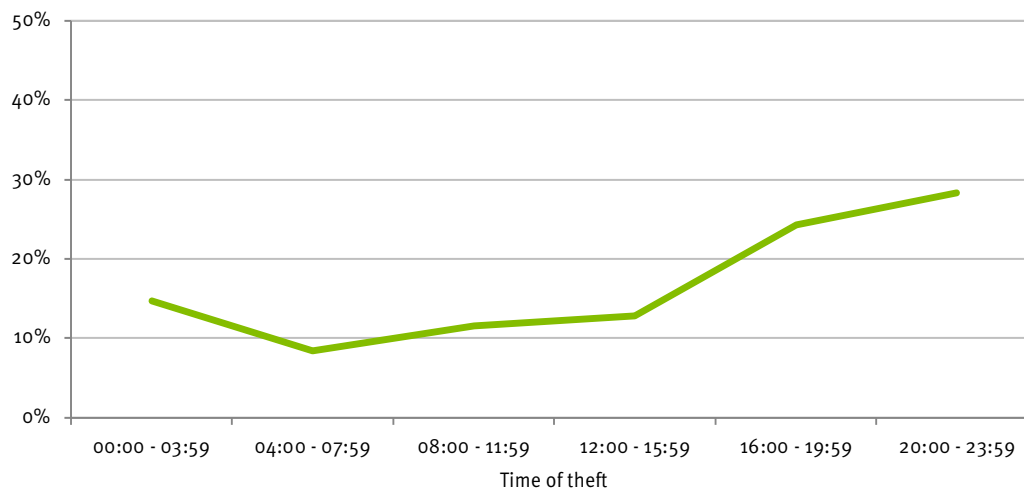
See notes 1 & 11 for further information.

- Almost one third (32%) 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 79% 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 60% after seven days and 70% after 14 days (Table 19).

Table 19: Time to recovery of short term thefts, 2017/18

Time interval between theft and recovery	Number of thefts	Cumulative % of recovered vehicles
Passenger and light commercials		
Less than 1 day	10,284	31.6%
1 day	4,067	44.0%
2 days	2,415	51.4%
3 days	1,734	56.8%
4 days	1,338	60.9%
5 days	1,053	64.1%
6 days	886	66.8%
7 days	747	69.1%
8 days	614	71.0%
9 days	549	72.7%
10 days	479	74.1%
11 days	466	75.6%
12 days	401	76.8%
13 days	337	77.8%
14 days	304	78.8%
15 to 30 days	2,901	87.7%
31 to 60 days	1,999	93.8%
61 to 90 days	811	96.3%
91 to 180 days	814	98.8%
181 to 365 days	308	99.7%
Unknown	88	100.0%
Motorcycles		
Less than 1 day	1,057	28.0%
1 day	408	38.7%
2 days	230	44.8%
3 days	163	49.1%
4 days	129	52.6%
5 days	109	55.4%
6 days	94	57.9%
7 days	72	59.8%
8 days	66	61.6%
9 days	67	63.3%
10 days	57	64.9%
11 days	58	66.4%
12 days	35	67.3%
13 days	41	68.4%
14 days	44	69.6%
15 to 30 days	392	79.9%
31 to 60 days	346	89.1%
61 to 90 days	131	92.5%
91 to 180 days	186	97.5%
181 to 365 days	75	99.4%
Unknown	21	100.0%

Table 19: Time to recovery of short term thefts, 2017/18 (cont.)

Time interval between theft and recovery	Number of thefts	Cumulative % of recovered vehicles
Other vehicles		
Less than 1 day	404	36.9%
1 day	123	48.1%
2 days	100	57.3%
3 days	47	61.6%
4 days	36	64.8%
5 days	28	67.4%
6 days	27	69.9%
7 days	19	71.6%
8 days	21	73.5%
9 days	14	74.8%
10 days	11	75.8%
11 days	11	76.8%
12 days	11	77.8%
13 days	13	79.0%
14 days	9	79.8%
15 to 30 days	81	87.2%
31 to 60 days	60	92.7%
61 to 90 days	24	94.9%
91 to 180 days	28	97.4%
181 to 365 days	21	99.4%
Unknown	7	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 (2,007 thefts) and the Gold Coast (1,372 thefts) (Table 20).

Table 20: Top 50 areas for short term thefts ranked by number of thefts, 2016/17 and 2017/18

State / Territory	LGA name	Number of thefts		Theft rate per 1,000 population	
		2016/17	2017/18	2016/17	2017/18
QLD	Brisbane (City)	2,006	2,007	1.69	1.66
QLD	Gold Coast (City)	1,239	1,372	2.15	2.32
ACT	Greater ACT	884	1,013	2.19	2.46
QLD	Logan (City)	744	861	2.37	2.69
VIC	Hume (City)	815	717	3.92	3.32
QLD	Cairns (Regional Council)	605	636	3.72	3.87
QLD	Townsville (City)	765	613	3.98	3.17
QLD	Moreton Bay (Regional Council)	606	599	1.38	1.34
NSW	Blacktown (City)	574	514	1.65	1.44
VIC	Darebin (City)	624	513	4.03	3.24
VIC	Greater Geelong (City)	695	495	2.91	2.02
VIC	Greater Dandenong (City)	631	486	3.92	2.96
VIC	Moreland (City)	573	473	3.33	2.68
VIC	Whittlesea (City)	631	456	3.04	2.11
VIC	Casey (City)	685	456	2.18	1.39
NSW	Central Coast (City)	449	447	1.34	1.32
QLD	Sunshine Coast (Regional Council)	277	445	0.91	1.43
WA	Stirling (City)	542	436	2.46	1.98
VIC	Melbourne (City)	388	397	2.62	2.48
QLD	Ipswich (City)	308	391	1.54	1.89
VIC	Brimbank (City)	507	382	2.46	1.83
NSW	Newcastle (City)	349	366	2.17	2.25
NT	Darwin (City)	429	339	5.08	4.02
NSW	Canterbury-Bankstown (Area)	426	323	1.18	0.88
QLD	Toowoomba (Regional Council)	277	322	1.68	1.93
QLD	MacKay (Regional Council)	200	320	1.70	2.73
VIC	Monash (City)	415	320	2.15	1.63
SA	Salisbury (City)	345	320	2.45	2.25
NSW	Penrith (City)	289	309	1.43	1.51
NSW	Lake Macquarie (City)	351	306	1.73	1.50
VIC	Port Phillip (City)	351	301	3.23	2.73
VIC	Knox (City)	375	292	2.33	1.80
VIC	Ballarat (City)	378	289	3.66	2.74
NSW	Wollongong (City)	282	289	1.34	1.35
VIC	Yarra (City)	357	287	3.82	2.98
WA	Wanneroo (City)	338	283	1.73	1.42
WA	Swan (City)	249	280	1.82	1.99
NSW	Sydney (City)	298	277	1.33	1.19
WA	Gosnells (City)	300	273	2.46	2.22
VIC	Maribyrnong (City)	265	265	3.03	2.95
VIC	Wyndham (City)	445	259	1.95	1.07
SA	Port Adelaide Enfield (City)	290	258	2.34	2.07
NSW	Liverpool (City)	248	238	1.17	1.09
VIC	Whitehorse (City)	283	232	1.66	1.34
VIC	Moonee Valley (City)	245	226	1.99	1.80
VIC	Melton (City)	321	223	2.26	1.50
WA	Rockingham (City)	296	219	2.29	1.67
VIC	Banyule (City)	265	218	2.08	1.69
NSW	Cumberland (Area)	204	214	0.90	0.92
SA	Playford (City)	245	213	2.70	2.31

See notes 1, 3 & 12 for further information.

• When expressed as a rate per 1,000 population, the top theft areas were the Shire of Broome (10.88 thefts per 1,000 population), the Area of Moree Plains (7.91) and the Town of Alice Springs (6.15) (Table 21).

Table 21: Top 50 areas for short term thefts ranked by theft rate per 1,000 population, 2016/17 and 2017/18

State / Territory	LGA name	Number of thefts		Theft rate per 1,000 population	
		2016/17	2017/18	2016/17	2017/18
WA	Broome (Shire)	160	185	9.43	10.88
NSW	Moree Plains (Area)	102	106	7.51	7.91
NT	Alice Springs (Town)	146	164	5.44	6.15
WA	Perth (City)	167	147	6.20	5.36
WA	Port Hedland (Town)	89	74	5.91	4.94
WA	Bunbury (City)	153	153	4.68	4.75
WA	Kalgoorlie-Boulder (City)	134	145	4.34	4.72
WA	Belmont (City)	282	195	6.83	4.71
NT	Darwin (City)	429	339	5.08	4.02
QLD	Cairns (Regional Council)	605	636	3.72	3.87
WA	Karratha (City)	62	84	2.80	3.78
WA	East Pilbara (Shire)	46	38	4.20	3.45
WA	Victoria Park (Town)	154	126	4.19	3.43
TAS	Glenorchy (City)	160	160	3.45	3.42
VIC	Hume (City)	815	717	3.92	3.32
VIC	Darebin (City)	624	513	4.03	3.24
TAS	Brighton (Municipality)	72	54	4.33	3.20
QLD	Townsville (City)	765	613	3.98	3.17
WA	Fremantle (City)	87	97	2.85	3.14
NSW	Gunnedah (Area)	17	39	1.35	3.09
VIC	Yarra (City)	357	287	3.82	2.98
VIC	Greater Dandenong (City)	631	486	3.92	2.96
NSW	Western Plains Regional (Area)	185	154	3.60	2.96
VIC	Maribyrnong (City)	265	265	3.03	2.95
WA	Greater Geraldton (City)	97	111	2.46	2.84
SA	Adelaide (City)	88	67	3.76	2.80
VIC	Ballarat (City)	378	289	3.66	2.74
NT	Palmerston (City)	183	100	5.12	2.74
VIC	Port Phillip (City)	351	301	3.23	2.73
QLD	MacKay (Regional Council)	200	320	1.70	2.73
NSW	Cessnock (City)	163	156	2.87	2.71
QLD	Logan (City)	744	861	2.37	2.69
VIC	Moreland (City)	573	473	3.33	2.68
TAS	Launceston (City)	344	179	5.14	2.67
NSW	Armidale Regional (Area)	49	81	1.62	2.65
NSW	Orange (City)	115	108	2.78	2.59
VIC	Melbourne (City)	388	397	2.62	2.48
NT	Katherine (Town)	57	26	5.39	2.47
ACT	Greater ACT	884	1013	2.19	2.46
TAS	Hobart (City)	101	128	1.95	2.45
WA	Kwinana (City)	125	100	3.10	2.37
WA	Bayswater (City)	192	161	2.79	2.34
QLD	Gold Coast (City)	1239	1372	2.15	2.32
WA	Armadale (City)	177	196	2.15	2.31
SA	Playford (City)	245	213	2.70	2.31
NT	East Arnhem (Regional Council)	16	24	1.54	2.31
NSW	Kempsey (Area)	57	67	1.94	2.27
QLD	South Burnett (Regional Council)	61	74	1.86	2.26
NSW	Newcastle (City)	349	366	2.17	2.25
SA	Salisbury (City)	345	320	2.45	2.25

See notes 1, 3 & 13 for further information.

- The largest increase in short term thefts were recorded in the Regional Council of Sunshine Coast, Queensland (+168 thefts), and the greatest reduction was seen in the City of Casey, Victoria (-229 thefts) (Table 20).

Table 22: Top areas with the largest reduction and largest increase in short term thefts, by jurisdiction, 2017/18

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)**		
Turner	-10	6	Phillip	+22	44
Watson	-10	7	Bruce	+13	24
			Monash	+11	16
NSW (LGA)			**NSW (LGA)**		
Canterbury-Bankstown (Area)	-103	323	Coffs Harbour (City)	+33	125
Blacktown (City)	-60	514	Armidale Regional (Area)	+32	81
Tamworth Regional (Area)	-50	76	Queanbeyan-Palerang Regional	+23	89
NT (LGA)			**NT (LGA)**		
Darwin (City)	-90	339	Alice Springs (Town)	+18	164
Palmerston (City)	-83	100	East Arnhem (Regional Council)	+8	24
Katherine (Town)	-31	26	West Arnhem (Regional Council)	+6	15
QLD (LGA)			**QLD (LGA)**		
Townsville (City)	-152	613	Sunshine Coast (Regional Council)	+168	445
Goondiwindi (Regional Council)	-39	10	Gold Coast (City)	+133	1,372
Lockyer Valley (Regional Council)	-17	45	MacKay (Regional Council)	+120	320
SA (LGA)			**SA (LGA)**		
Charles Sturt (City)	-57	187	Port Lincoln (City)	+20	31
Onkaparinga (City)	-45	170	Roxby Downs (Municipality)	+9	11
Playford (City)	-32	213	Mount Gambier (City)	+6	27
			Murray Bridge (Rural City)	+6	28
TAS (LGA)			**TAS (LGA)**		
Launceston (City)	-165	179	Hobart (City)	+27	128
Devonport (City)	-25	19	Derwent Valley (Municipality)	+8	22
Northern Midlands (Municipality)	-19	9	Central Coast (Municipality)	+4	20
			George Town (Municipality)	+4	16
VIC (LGA)			**VIC (LGA)**		
Casey (City)	-229	456	Greater Shepparton (City)	+19	147
Greater Geelong (City)	-200	495	Macedon Ranges (Shire)	+15	46
Wyndham (City)	-186	259	Melbourne (City)	+9	397
WA (LGA)			**WA (LGA)**		
Stirling (City)	-106	436	Swan (City)	+31	280
Belmont (City)	-87	195	Broome (Shire)	+25	185
Rockingham (City)	-77	219	Karratha (City)	+22	84

See note 1 for further information.

- Three in every five (62%) short term passenger and light commercial thefts in 2017/18 were recovered within the same LGA as the theft. A further 28% were recovered in a different LGA but within the same jurisdiction and 2% were recovered interstate. In 9% 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, 2017/18**

Theft and recovery locations	Number of thefts	% of thefts
Passenger and light commercials		
Theft recovered within the same LGA as the theft	11,335	61.5%
Theft recovered in a different LGA in the same state	5,142	27.9%
Theft recovered interstate	271	1.5%
Unknown	1,683	9.1%
Total	18,431	100.0%
Motorcycles		
Theft recovered within the same LGA as the theft	1,293	67.1%
Theft recovered in a different LGA in the same state	434	22.5%
Theft recovered interstate	7	0.4%
Unknown	193	10.0%
Total	1,927	100.0%
Other vehicles		
Theft recovered within the same LGA as the theft	350	57.6%
Theft recovered in a different LGA in the same state	149	24.5%
Theft recovered interstate	12	2.0%
Unknown	97	16.0%
Total	608	100.0%

See notes 1, 2 & 14 for further information.

- Drilling down further, 27% of passenger and light commercial vehicles were recovered within the same suburb as the theft and another 32% were recovered outside of the theft suburb but within 10 kms of the theft location (Table 24).

- On the other hand, a greater proportion of motorcycles were recovered within the same suburb as the theft (42%) and another 26% were recovered outside of the theft suburb but within 10 kms of the theft location.

- On average, vehicles stolen in metropolitan areas were recovered 17.9 kms away and 47.5 kms in non-metropolitan areas.

Table 24: Distance between short term passenger and light commercial thefts and recoveries for selected jurisdictions, 2017/18

Distance between thefts and recovery	Number of thefts	% of thefts
Passenger and light commercials		
Same suburb	5,253	27.1%
› 0 to ‹ 5 kms	3,451	17.8%
5 to ‹ 10 kms	2,748	14.2%
10 to ‹ 25 kms	3,512	18.1%
25 to ‹ 50 kms	1,423	7.3%
50 to ‹ 100 kms	734	3.8%
100 to ‹ 250 kms	469	2.4%
250 kms+	483	2.5%
Unknown	1,313	6.8%
Grand Total	19,386	100.0%
Motorcycles		
Same suburb	837	42.2%
› 0 to ‹ 5 kms	333	16.8%
5 to ‹ 10 kms	181	9.1%
10 to ‹ 25 kms	227	11.5%
25 to ‹ 50 kms	119	6.0%
50 to ‹ 100 kms	78	3.9%
100 to ‹ 250 kms	27	1.4%
250 kms+	24	1.2%
Unknown	156	7.9%
Grand Total	1,982	100.0%
Other vehicles		
Same suburb	215	34.7%
› 0 to ‹ 5 kms	75	12.1%
5 to ‹ 10 kms	66	10.7%
10 to ‹ 25 kms	81	13.1%
25 to ‹ 50 kms	44	7.1%
50 to ‹ 100 kms	23	3.7%
100 to ‹ 250 kms	17	2.7%
250 kms+	18	2.9%
Unknown	80	12.9%
Grand Total	619	100.0%

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

- In 2017/18, more than half (55%) 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 with 23% of thefts (Table 25).
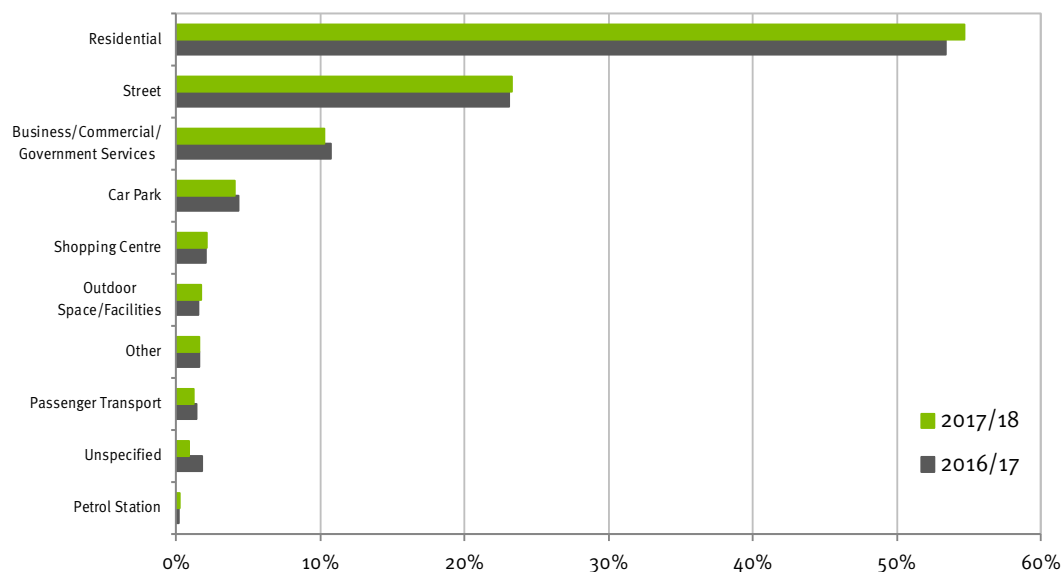
Table 25: Short term thefts by type of location, 2017/18

| Type of theft location	Number of thefts	% of thefts
Residential	17,915	54.7%
Street	7,631	23.3%
Business/Commercial/Government Services	3,359	10.3%
Car Park	1,321	4.0%
Shopping Centre	683	2.1%
Outdoor Space/Facilities	562	1.7%
Other	527	1.6%
Passenger Transport	390	1.2%
Unspecified	296	0.9%
Petrol Station	84	0.3%
Grand Total	32,768	100.0%

See notes 1 & 4 for further information.

- Compared to 2016/17 there has been a slight increase in thefts from a residential location, with 53% of thefts in 2016/17 compared to 55% in 2017/18 (Figure 12).

- The 2017/18 period revealed that motorcycles were more likely to be stolen from a residential dwelling or residential shed/garage than PLCs (60% compared to 55% respectively) and less likely to be stolen from the street (20% 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 84% in South Australia to a low of 44% in Queensland (Figure 14).

**Figure 12: Short term thefts by top location types, 2016/17 and 2017/18**

See notes 1 & 4 for further information.

Figure 13: Short term thefts by top location types and vehicle types, 2017/18

Legend:
- Passenger/light commercial
- Motorcycles
- Other vehicles
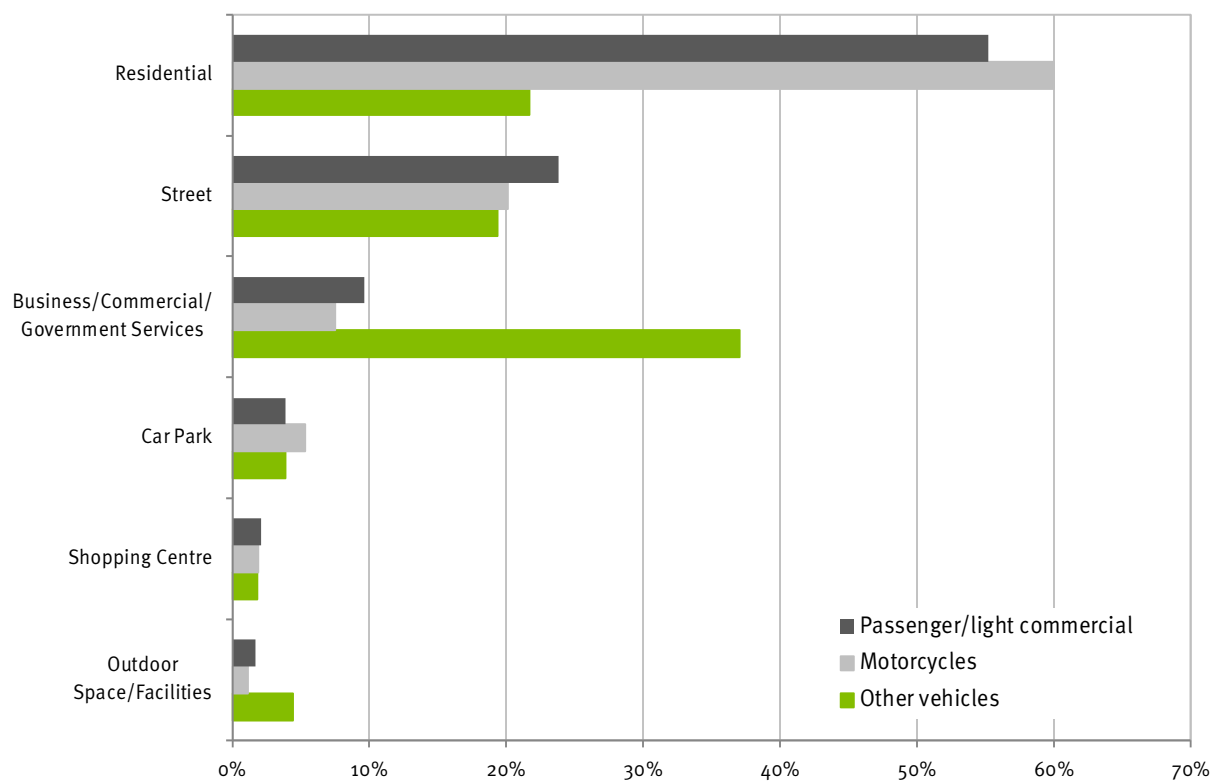
See notes 1 & 4 for further information.

Figure 14: Proportion of short term thefts by area type and jurisdiction, 2017/18

Legend:
- Metro
- Non-metro
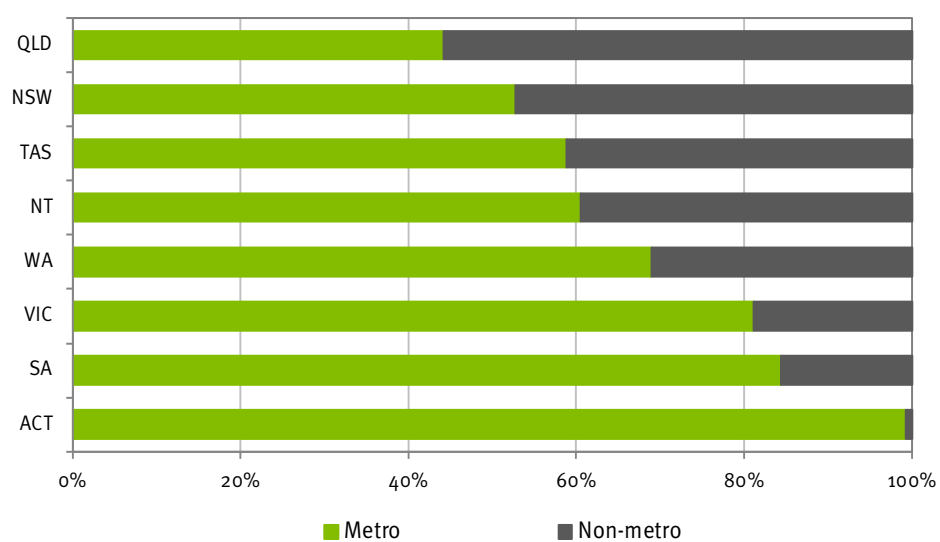
See note 1 for further information.

PROFIT MOTIVATED VEHICLE THEFT

TRENDS

- There were 15,251 profit motivated thefts recorded in 2017/18. After adjusting for late recoveries, the total (14,539 thefts) decreased by 0.5% from the 14,607 recorded in the previous financial year (Table 26).

- When compared to 2017/18, Northern Territory (-51 thefts*) had the largest reduction in profit motivated thefts followed by Tasmania (-7 thefts*).

- In the remaining jurisdictions there were small increases of +9 thefts* in the Australian Capital Territory and +3% in Queensland. Smaller increases were seen in Western Australia and South Australia both with +2%.

- When analysed by body type profit motivated theft of PLCs decreased -3% , motorcycles increased +8% while other vehicles had a large decline of -13%.

- Northern Territory's overall decrease comprised a decrease of 30 profit motivated PLC thefts, a decrease of 16 profit motivated motorcycles thefts and a decrease of 5 other vehicles.

- PLC vehicles accounted for 90% of Australia's registrations but only 62% of all profit motivated thefts during the 2017/18 financial year. In contrast motorcycles accounted for 5% of registrations but 31% of Australia's profit motivated thefts in 2017/18 (Table 27).

- Motorcycle theft is particularly high in both Western Australia and the Northern Territory where they each represent 43% and 42% of all profit motivated thefts, respectively.

- A 57% decrease in profit motivated thefts of other vehicles was recorded in Western Australia (-180 thefts) in 2017/18.

- Australia's yearly profit motivated theft rate equates to 0.74 thefts per 1,000 registered vehicles or 0.59 thefts per 1,000 population in 2015/16. This compares to 0.85 thefts per 1,000 registered vehicles or 0.66 thefts per 1,000 population in 2013/14 (Table 28).

- The estimated value of profit motivated PLC stolen in 2017/18 was $100.4 million, up from the $94.9 million in 2016/17.

*Percentages are not given for small jurisdictions as they can be misrepresentative of minor baseline changes.

Table 26: Number and rate of profit motivated thefts by jurisdiction, 2016/17 and 2017/18*

Passenger/light commercials	ACT	NSW	NT	QLD	SA	TAS	VIC	WA	AUS
Thefts in 2017/18	155	2,585	49	1,573	589	153	3,247	1,199	9,550
Thefts in 2017/18 adjusted for late recoveries	143	2,418	48	1,454	577	142	3,086	1,163	9,031
Thefts in 2016/17	156	2,583	78	1,452	580	174	3,212	1,029	9,264
% Change**	**	-6.4%	**	0.1%	-0.5%	**	-3.9%	13.0%	-2.5%
2017/18 theft rate per 1,000 registrations*	0.51	0.47	0.34	0.39	0.43	0.34	0.67	0.58	0.51
2017/18 theft rate per 1,000 population*	0.34	0.31	0.19	0.29	0.33	0.27	0.48	0.45	0.36
Motorcycles	ACT	NSW	NT	QLD	SA	TAS	VIC	WA	AUS
Thefts in 2017/18	72	1,025	39	857	300	41	1,346	1,010	4,690
Thefts in 2017/18 adjusted for late recoveries	69	968	36	824	294	37	1,304	978	4,510
Thefts in 2016/17	49	811	52	743	270	45	1,337	884	4,191
% Change**	**	19.4%	**	10.9%	8.9%	**	-2.5%	10.6%	7.6%
2017/18 theft rate per 1,000 registrations*	5.25	3.99	5.24	3.80	5.01	1.66	6.15	7.57	5.00
2017/18 theft rate per 1,000 population*	0.17	0.12	0.15	0.17	0.17	0.07	0.20	0.38	0.18
Other vehicles	ACT	NSW	NT	QLD	SA	TAS	VIC	WA	AUS
Thefts in 2017/18	9	246	2	222	33	38	323	138	1,011
Thefts in 2017/18 adjusted for late recoveries	9	239	2	219	33	38	321	137	998
Thefts in 2016/17	7	193	7	233	36	35	324	317	1,152
% Change**	**	23.8%	**	-6.0%	-8.3%	**	-0.9%	-56.8%	-13.4%
2017/18 theft rate per 1,000 registrations*	2.06	1.16	0.16	0.80	0.31	1.27	1.22	0.92	0.96
2017/18 theft rate per 1,000 population*	0.02	0.03	0.01	0.04	0.02	0.07	0.05	0.05	0.04
All vehicles	ACT	NSW	NT	QLD	SA	TAS	VIC	WA	AUS
Thefts in 2017/18	236	3,856	90	2,652	922	232	4,916	2,347	15,251
Thefts in 2017/18 adjusted for late recoveries	221	3,625	86	2,497	904	217	4,711	2,278	14,539
Thefts in 2016/17	212	3,587	137	2,428	886	254	4,873	2,230	14,607
% Change**	**	1.1%	**	2.8%	2.0%	**	-3.3%	2.2%	-0.5%
2017/18 theft rate per 1,000 registrations*	0.74	0.65	0.53	0.59	0.60	0.46	0.92	0.99	0.74
2017/18 theft rate per 1,000 population*	0.53	0.46	0.35	0.50	0.52	0.41	0.74	0.88	0.59

* The 2017/18 statistics used in this table have been adjusted for late recoveries

** Percentages are not given for small jurisdictions as they can be misrepresentative of minor baseline changes.

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

Table 27: Profit motivated thefts by vehicle type in each jurisdiction, 2017/18*

	ACT	NSW	NT	QLD	SA	TAS	VIC	WA	AUS
Passenger/light commercials									
Number of thefts	143	2,418	48	1,454	577	142	3,086	1,163	9,031
% of all thefts	64.7%	66.7%	55.8%	58.2%	63.8%	65.4%	65.5%	51.1%	62.1%
Number registered	283,112	5,152,217	143,111	3,766,455	1,332,732	420,994	4,627,484	2,013,471	17,739,576
% of total registrations	94.2%	92.0%	88.3%	88.5%	89.0%	89.0%	90.7%	87.9%	90.1%
Motorcycle									
Number of thefts	69	968	36	824	294	37	1,304	978	4,510
% of all thefts	31.2%	26.7%	41.9%	33.0%	32.5%	17.1%	27.7%	42.9%	31.0%
Number registered	13,148	242,778	6,866	216,744	58,730	22,294	211,930	129,111	901,601
% of total registrations	4.4%	4.3%	4.2%	5.1%	3.9%	4.7%	4.2%	5.6%	4.6%
Other vehicles									
Number of thefts	9	239	2	219	33	38	321	137	998
% of all thefts	4.1%	6.6%	2.3%	8.8%	3.7%	17.5%	6.8%	6.0%	6.9%
Number registered	4,374	205,622	12,133	272,787	106,133	29,982	263,140	148,628	1,042,799
% of total registrations	1.5%	3.7%	7.5%	6.4%	7.1%	6.3%	5.2%	6.5%	5.3%
All vehicles									
Number of thefts	221	3,625	86	2,497	904	217	4,711	2,278	14,539
Number registered	300,634	5,600,617	162,110	4,255,986	1,497,595	473,270	5,102,554	2,291,210	19,683,976

* The 2017/18 rates used in this table have been adjusted for late recoveries

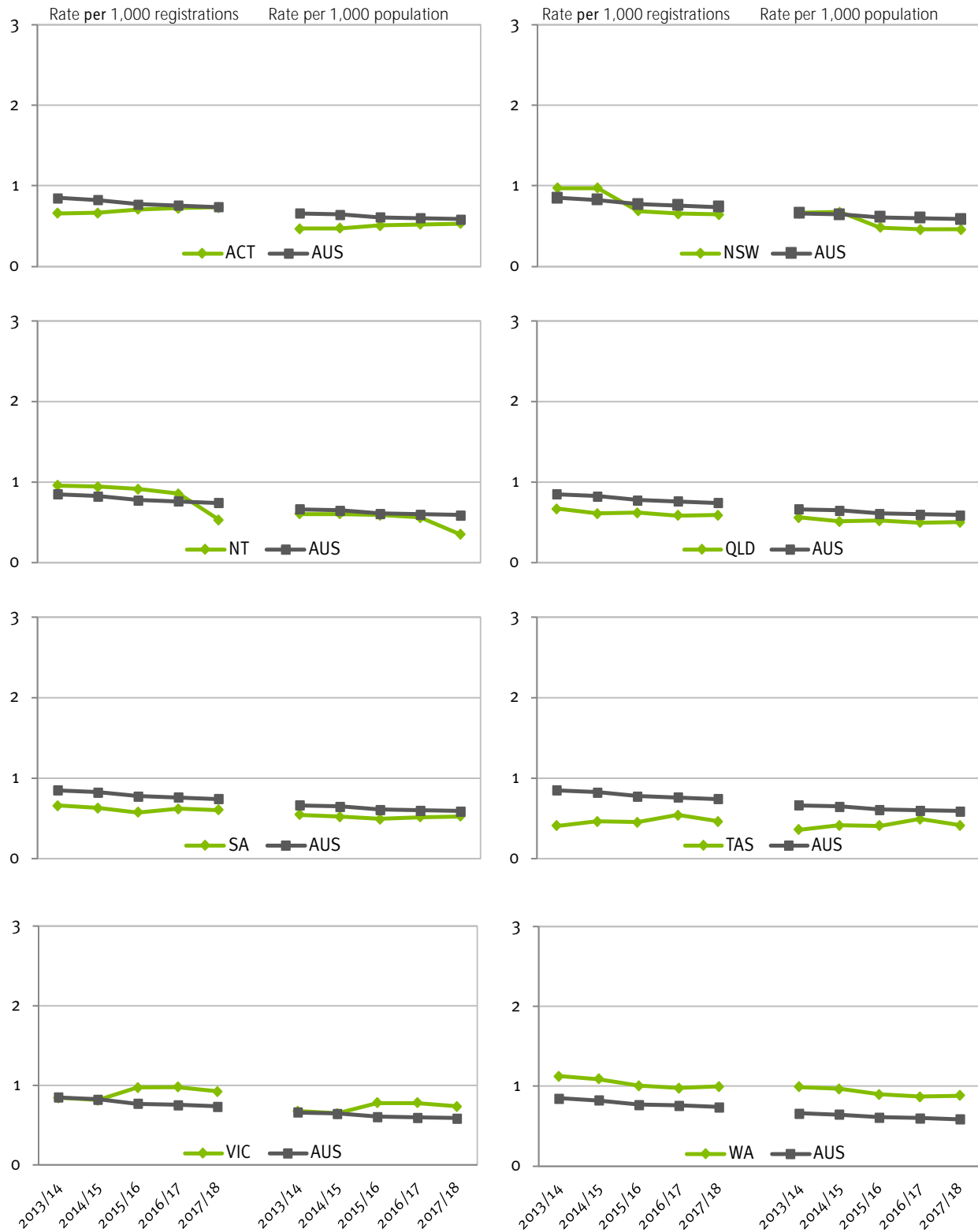See notes 1, 2, & 5 for further information

Table 28: Profit motivated theft rate per 1,000 registrations and per 1,000 population by jurisdiction, 2013/14 to 2017/18*

Theft rate per 1,000 registrations	ACT	NSW	NT	QLD	SA	TAS	VIC	WA	AUS
2013/2014	0.66	0.97	0.95	0.67	0.66	0.41	0.84	1.13	0.85
2014/2015	0.67	0.97	0.94	0.61	0.63	0.46	0.81	1.09	0.82
2015/2016	0.71	0.69	0.91	0.62	0.58	0.45	0.98	1.01	0.77
2016/2017	0.72	0.65	0.85	0.58	0.62	0.54	0.98	0.98	0.76
2017/2018*	0.74	0.65	0.53	0.59	0.60	0.46	0.92	0.99	0.74

Theft rate per 1,000 population	ACT	NSW	NT	QLD	SA	TAS	VIC	WA	AUS
2013/2014	0.47	0.67	0.60	0.56	0.54	0.36	0.67	0.99	0.66
2014/2015	0.47	0.67	0.60	0.51	0.52	0.41	0.65	0.97	0.64
2015/2016	0.51	0.48	0.59	0.52	0.49	0.41	0.78	0.90	0.61
2016/2017	0.52	0.46	0.56	0.50	0.52	0.49	0.78	0.87	0.60
2017/2018*	0.53	0.46	0.35	0.50	0.52	0.41	0.74	0.88	0.59

* The 2017/18 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, 2013/14 to 2017/18*

* The 2017/18 rates used in these graphs have been adjusted for late recoveries

See notes 1 & 6 for further information

WHAT TYPES OF VEHICLES WERE STOLEN?

- Almost three quarters (72%) of profit motivated PLC thefts in 2017/18 were manufactured in the 1990s and 2000s (Table 29).

- Overall motorcycles recorded a low mean age of 9.2 years in comparison to the mean age of 13.9 years for PLC vehicles and 13.2 years for other vehicles stolen during 2017/18 .

- The peak decade of manufacture for profit motivated thefts of all vehicle types was the 2000s, accounting for 40% of thefts.

Table 29: Profit motivated thefts by decade of manufacture, 2017/18

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	53	0.6%	0.6%	0.47
1970s	91	1.0%	0.8%	0.68
1980s	311	3.3%	1.3%	1.33
1990s	1,950	20.4%	9.8%	1.12
2000s	4,612	48.3%	40.5%	0.64
2010s	2,284	23.9%	46.9%	0.27
Unknown	249	2.6%	0.1%	13.10
Total	9,550	100.0%	100.0%	0.54
Motorcycles				
‹1970	7	0.1%	0.1%	0.76
1970s	28	0.6%	0.6%	1.92
1980s	86	1.8%	1.8%	2.99
1990s	204	4.3%	4.3%	2.47
2000s	1,325	28.3%	28.3%	3.88
2010s	1,764	37.6%	37.6%	4.21
Unknown	1,276	27.2%	27.2%	208.53
Total	4,690	100.0%	100.0%	5.20
Other vehicles				
‹1970	2	0.2%	1.9%	0.10
1970s	9	0.9%	3.9%	0.22
1980s	46	4.5%	9.9%	0.44
1990s	108	10.7%	15.8%	0.66
2000s	229	22.7%	34.6%	0.64
2010s	222	22.0%	33.1%	0.64
Unknown	395	39.1%	0.8%	47.44
Total	1,011	100.0%	100.0%	0.97

See notes 1, 2 & 3 for further information

- Motorcycle theft targets were predominately younger than PLC theft targets (38% versus 24% manufactured 2010 onwards, respectively) (Figure 16).

Figure 16: Profit motivated thefts by vehicle type and decade of manufacture, 2017/18
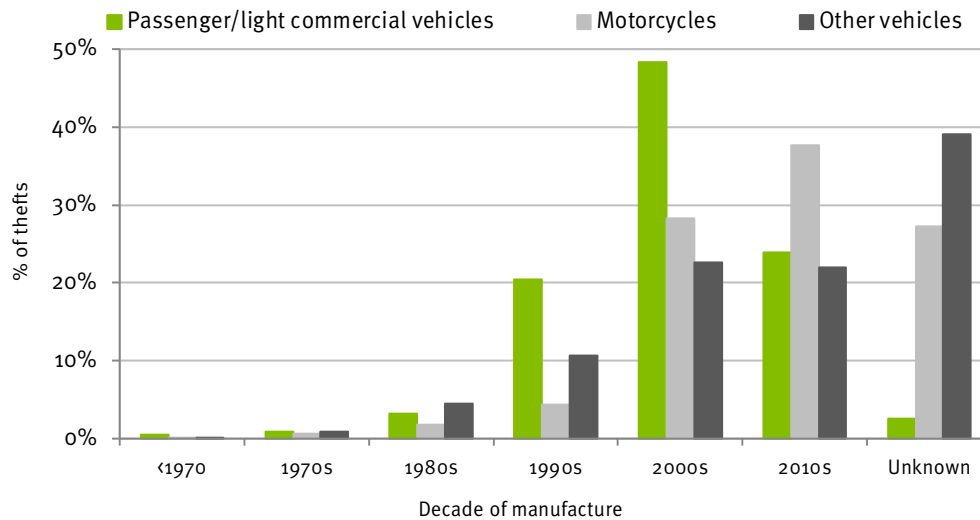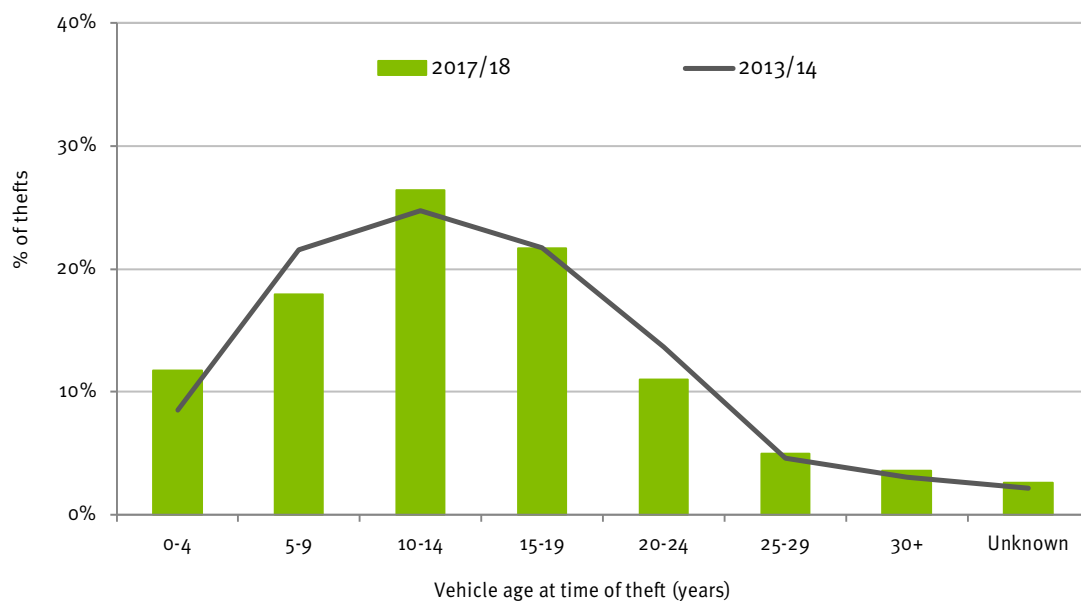

See notes 1 & 2 for further information

PASSENGER AND LIGHT COMMERCIAL VEHICLES

- Compared to five years ago, there has been a slight increase in profit motivated PLC thefts of 0-4 and 10-14 year old vehicles and a reduction in those aged 5-9 and 20-24 years (Figure 17).

Figure 17: Profit motivated passenger and light commercial thefts by age of vehicle, 2013/14 and 2017/18

See notes 1 & 2 for further information

- One eleventh (9%) of the registered PLC fleet do not have an immobiliser. However, they accounted for one fifth (22%) of profit motivated PLC thefts in 2017/18 (Table 30).

- Tasmania had the highest percentage of the registered PLC fleet which do not have an immobiliser (21%), followed by South Australia (15%). 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, 2017/18

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	109	70.3%	260,753	92.1%	0.42
Non-Australian Standard	3	1.9%	2,602	0.9%	1.15
No Immobiliser	43	27.7%	19,757	7.0%	2.18
NSW					
Australian Standard	2,010	77.8%	4,667,404	90.6%	0.43
Non-Australian Standard	38	1.5%	52,249	1.0%	0.73
No Immobiliser	537	20.8%	432,564	8.4%	1.24
NT					
Australian Standard	37	75.5%	124,529	87.0%	0.30
Non-Australian Standard	2	4.1%	1,152	0.8%	1.74
No Immobiliser	10	20.4%	17,430	12.2%	0.57
QLD					
Australian Standard	1,151	73.2%	3,264,886	86.7%	0.35
Non-Australian Standard	43	2.7%	42,502	1.1%	1.01
No Immobiliser	379	24.1%	459,067	12.2%	0.83
SA					
Australian Standard	401	68.1%	1,130,381	84.8%	0.35
Non-Australian Standard	40	6.8%	26,638	2.0%	1.50
No Immobiliser	148	25.1%	175,713	13.2%	0.84
TAS					
Australian Standard	67	43.8%	331,163	78.7%	0.20
Non-Australian Standard	5	3.3%	7,413	1.8%	0.67
No Immobiliser	81	52.9%	82,418	19.6%	0.98
VIC					
Australian Standard	2,443	75.2%	4,152,769	89.7%	0.59
Non-Australian Standard	70	2.2%	74,630	1.6%	0.94
No Immobiliser	734	22.6%	400,085	8.6%	1.83
WA					
Australian Standard	1,013	84.5%	1,906,778	94.7%	0.53
Non-Australian Standard	31	2.6%	24,793	1.2%	1.25
No Immobiliser	155	12.9%	81,900	4.1%	1.89
Australia					
Australian Standard	7,231	75.7%	15,838,663	89.3%	0.46
Non-Australian Standard	232	2.4%	231,979	1.3%	1.00
No Immobiliser	2,087	21.9%	1,668,934	9.4%	1.25

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

- The Holden Commodore VE MY06_13, the top profit motivated PLC theft target during the 2017/18 financial year with 217 thefts . The Nissan Patrol GU MY97+ was in second place with 187 thefts followed by the Toyota Hilux MY05_11 (163 thefts) (Table 31).

- With an estimated value of $10,191 for each Holden Commodore VE MY06_13, the total value of thefts of this one model was approximately $2.2 million in 2017/18.

- The top ten profit motivated PLC theft targets in 2017/18 accounted for 15% of PLC thefts and were collectively valued at almost $14.9 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, 2017/18

Ranking			Number of thefts		Sum of Glass's Guide value estimate	
2016/17	2017/18	Make Model Series Year Range	2016/17	2017/18	2016/17	2017/18
1	1	Holden Commodore VE MY06_13	227	217	$2,687,527	$2,211,527
4	2	Nissan Patrol GU MY97+	160	187	$2,507,886	$2,504,789
2	3	Toyota Hilux MY05_11	186	163	$2,424,547	$1,940,820
8	4	Nissan Navara D40 MY05_15	126	143	$2,191,280	$2,178,494
6	5	Ford Falcon BA MY02_05	139	139	$756,557	$699,398
5	6	Holden Commodore VX MY00_02	148	132	$635,267	$525,414
9	7	Holden Commodore VZ MY04_06	125	126	$784,841	$725,037
7	8	Holden Commodore VY MY02_04	131	122	$705,586	$605,870
3	8	Holden Commodore VT MY97_00	167	122	$584,983	$417,134
15	9	Toyota Hilux MY12_15	93	121	$2,540,401	$3,056,336
10	10	Toyota Hilux MY98_04	123	112	$624,420	$519,516
11	11	Toyota Landcruiser 80 Series MY90_98	120	106	$871,771	$758,093
16	12	Nissan Pulsar N15 MY95_00	91	91	$179,096	$166,188
25	13	Ford Falcon BF MY05_08	57	79	$447,226	$529,445
22	14	Ford Falcon FG MY08_14	65	78	$895,231	$984,065
18	15	Holden Astra TS MY99_05	79	75	$199,980	$173,276
20	15	Holden Commodore Ute VE MY07_13	71	75	$1,138,858	$1,147,500
21	16	Nissan Navara D22 MY01_15	68	72	$737,747	$683,769
12	16	Nissan Patrol GQ MY88_97	99	72	$537,284	$387,865
13	17	Toyota Landcruiser 100 Series MY98_07	97	71	$1,374,182	$970,703
17	18	Ford Falcon AU MY98_02	84	68	$468,808	$329,163
27	19	Holden Commodore VF MY13_17	49	62	$1,677,532	$1,994,546
25	20	Mitsubishi Lancer CE MY96_04	57	61	$126,146	$114,624
31	20	Holden Captiva CG MY06+	40	61	$546,605	$726,182
14	21	Toyota Hilux MY89_97	95	59	$292,868	$179,502
26	22	Toyota Camry SXV20R MY97_02	51	57	$153,068	$146,204
19	23	Toyota Hiace MY90_04	72	56	$355,256	$267,524
24	24	Holden Rodeo RA MY03_08	60	55	$407,161	$355,305
35	25	Volkswagen Golf 1K MY04_13	34	53	$486,686	$662,612
25	26	Toyota Landcruiser 70 Series MY07+	57	50	$2,752,404	$2,263,753
24	27	Toyota Landcruiser 70 Series MY99_07	60	48	$1,001,834	$741,807
34	28	Ford Territory SY MY05_11	35	46	$274,554	$392,145
34	28	Ford Ranger PX MY11+	35	46	$1,222,917	$1,400,688
35	29	Mazda 3 BK MY04_09	34	45	$207,106	$191,838
30	29	Ford Falcon Ute BA MY02_05	42	45	$190,944	$191,361
42	30	Toyota Corolla ZRE152R MY07_14	27	44	$308,199	$409,834
35	30	Mitsubishi Triton MN MY09_15	34	44	$721,998	$730,988

See notes 1, 2 & 10 for further information

- More than two fifths (45%) 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 (24%) (Table 32).

- Large passenger vehicles comprised 10% of registrations and 20% of all profit motivated PLC thefts in 2016/17. Both the proportion of registrations and profit motivated thefts of large passenger vehicles have reduced when compared to five years ago, accounting for 15% and 23%, respectively (Figure 18).

- Compared to 2013/14, the proportion of small passenger vehicles and SUVs as profit motivated theft targets have increased while the proportion of large passenger vehicles has decreased. Profit motivated thefts of medium passenger vehicles, light commercial utilities and 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, 2017/18

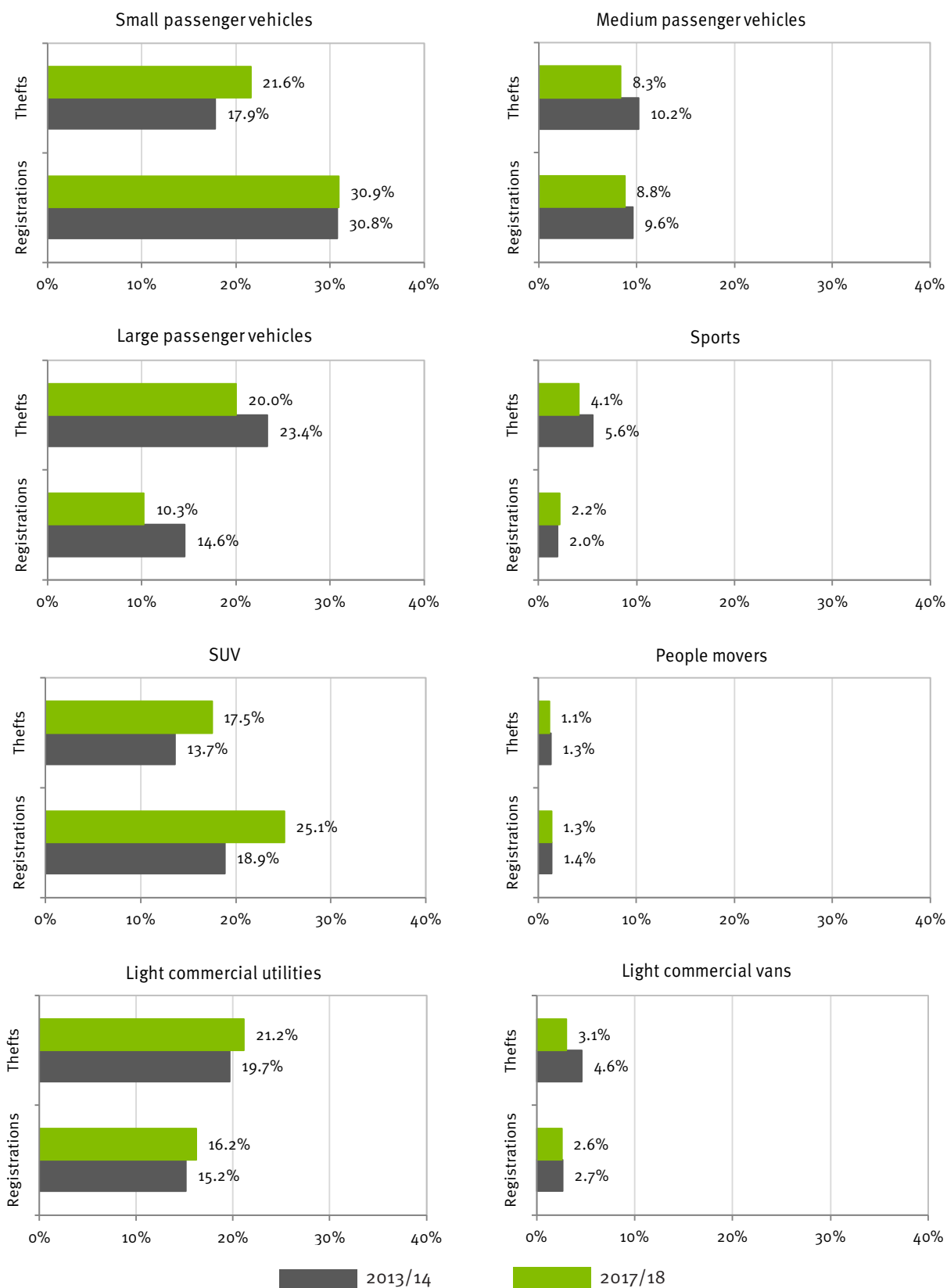| Vehicle value categories	Number of thefts in past 12 months	% of thefts in past 12 months	Total estimated Glass's guide value	% of total estimated Glass's guide values
› $0 to ‹ $5,000	4,328	45.3%	$11,719,106	11.7%
$5,000 to ‹ $10,000	2,133	22.3%	$14,657,678	14.6%
$10,000 to ‹ $20,000	1,670	17.5%	$23,848,210	23.8%
$20,000 to ‹ $30,000	742	7.8%	$17,948,157	17.9%
$30,000 to ‹ $50,000	483	5.1%	$18,052,125	18.0%
$50,000+	194	2.0%	$14,142,468	14.1%
Grand total	9,550	100.0%	$100,367,744	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, 2016/17 and 2017/18

Vehicle segment	Number of thefts		% of thefts		Theft rate per 1,000 registrations	
	2016/17	2017/18	2016/17	2017/18	2016/17	2017/18
Small passenger	1,773	2,062	19.1%	21.6%	0.33	0.38
Medium passenger	770	795	8.3%	8.3%	0.49	0.51
Large passenger	2,075	1,914	22.4%	20.0%	1.06	1.05
Sports	436	394	4.7%	4.1%	1.19	1.02
SUV	1,529	1,673	16.5%	17.5%	0.38	0.38
People mover	103	105	1.1%	1.1%	0.44	0.44
Light commercial utility	1,911	2,021	20.6%	21.2%	0.69	0.70
Light commercial van	288	293	3.1%	3.1%	0.64	0.64
Motor home	12	11	0.1%	0.1%	0.49	0.43
Unknown passenger	367	282	4.0%	3.0%	0.73	0.64

See notes 1, 2 & 3 for further information.

Figure 18: Profit motivated thefts of passenger/light commercial vehicles and registrations by vehicle segment, 2013/14 and 2017/18

Small passenger vehicles

Thefts	21.6% (2017/18), 17.9% (2013/14)
Registrations	30.9% (2017/18), 30.8% (2013/14)

Medium passenger vehicles

Thefts	8.3% (2017/18), 10.2% (2013/14)
Registrations	8.8% (2017/18), 9.6% (2013/14)

Large passenger vehicles

Thefts	20.0% (2017/18), 23.4% (2013/14)
Registrations	10.3% (2017/18), 14.6% (2013/14)

Sports

Thefts	4.1% (2017/18), 5.6% (2013/14)
Registrations	2.2% (2017/18), 2.0% (2013/14)

SUV

Thefts	17.5% (2017/18), 13.7% (2013/14)
Registrations	25.1% (2017/18), 18.9% (2013/14)

People movers

Thefts	1.1% (2017/18), 1.3% (2013/14)
Registrations	1.3% (2017/18), 1.4% (2013/14)

Light commercial utilities

Thefts	21.2% (2017/18), 19.7% (2013/14)
Registrations	16.2% (2017/18), 15.2% (2013/14)

Light commercial vans

Thefts	3.1% (2017/18), 4.6% (2013/14)
Registrations	2.6% (2017/18), 2.7% (2013/14)

Legend: ■ 2013/14   ■ 2017/18

See notes 1 & 3 for further information.

- In the small passenger category of the top profit motivated PLC thefts targets, Nissan Pulsar N15 MY95_00 was rated highest in 2017/18 with the same number of thefts (91) when compared to the previous financial year (Table 34).

- In the SUV category of the top profit motivated PLC thefts targets, the Nissan Patrol GU MY97+ rated highest, increasing by 9 thefts when compared to 2016/17.

- In the light commercial utility category, the top profit motivated theft target, Toyota Hilux MY05-11 decreased by 23 thefts to 163 profit motivated thefts when compared to the previous financial year.

Table 34: Top passenger/light commercial vehicle targets for profit motivated thefts, 2016/17 and 2017/18

Segment / Make Model Series	Number of thefts	
	2016/17	2017/18
Small passenger		
Nissan Pulsar N15 MY95_00	91	91
Holden Astra TS MY99_05	79	75
Mitsubishi Lancer CE MY96_04	57	61
Medium passenger		
Toyota Camry SXV20R MY97_02	51	57
Nissan Skyline MY94_98	36	35
Toyota Camry ASV50R MY11_17	22	31
Large passenger		
Holden Commodore VE MY06_13	227	217
Ford Falcon BA MY02_05	139	139
Holden Commodore VX MY00_02	148	132
Sports		
HSV GTS VE MY06_12	25	20
HSV Clubsport VE MY07_13	11	17
HSV Clubsport VY MY02_04	11	11
SUV		
Nissan Patrol GU MY97+	105	114
Toyota Landcruiser 80 Series MY90_98	116	99
Toyota Landcruiser 100 Series MY98_07	97	71
People mover		
Toyota Tarago ACR30R MY00_06	9	12
Kia Carnival KV MY03_06	12	8
Toyota Tarago TCR10R MY90_00	2	6
Light commercial utility		
Toyota Hilux MY05_11	186	163
Nissan Navara D40 MY05_15	126	143
Toyota Hilux MY12_15	93	121
Light commercial van		
Toyota Hiace MY90_04	72	56
Toyota Hiace MY05+	39	41
Mitsubishi Express SJ MY94_14	19	21

See notes 1 & 2 for further information

MOTORCYCLES

- Profit motivated thefts of motorcycles aged 0-9 years decreased notably in 2017/18 compared to five years ago. In contrast the proportion of 10-19 year old motorcycles stolen for profit increased compared to five years ago.

Figure 19: Profit motivated motorcycle thefts by age of vehicle, 2013/14 and 2017/18
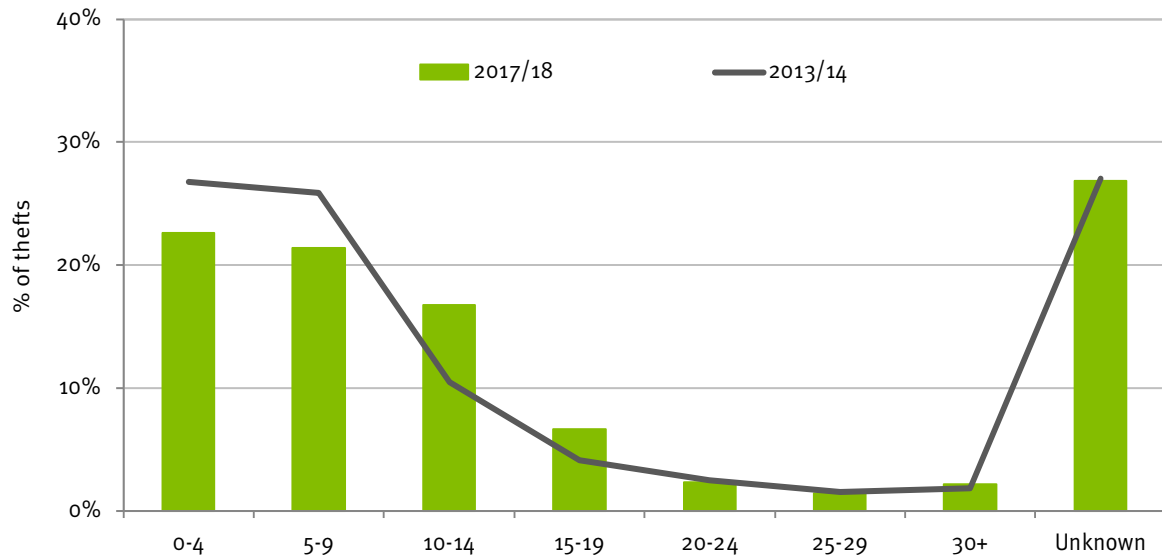
See notes 1 & 2 for further information.

Table 35: Profit motivated motorcycle thefts by market segment, 2016/17 and 2017/18

Vehicle segment	Number of thefts		% of thefts	
	2016/17	2017/18	2016/17	2017/18
On-road	1,541	1,744	36.8%	37.2%
- Standard	197	191	5%	4%
- Sports	463	522	11%	11%
- Touring	51	55	1.2%	1.2%
- Cruiser	174	187	4.2%	4.0%
- Scooter	514	612	12.3%	13.0%
- Electric	0	1	0.0%	0.0%
- Unknown	142	176	3.4%	3.8%
Off-road	1,345	1,439	32.1%	30.7%
- ATV	299	285	7.1%	6.1%
- Dirt	146	150	3.5%	3.2%
- Sport	515	588	12.3%	12.5%
- Mini	141	129	3.4%	2.8%
-Electric	0	1	0.0%	0.0%
- Unknown	244	286	5.8%	6.1%
Unknown motorcycle	1305	1507	31.1%	32.1%
Total motorcycles	4,191	4,690	100.0%	100.0%

See notes 1 & 2 for further information.

- Of the top ten motorcycle makes for profit motivated theft in 2017/18, nine of them had remained in the top 10 from 2016/17 (Table 36).

- The top four makes, namely Honda, Yamaha, Suzuki and Kawasaki comprised three fifths (62%) of all profit motivated motorcycle thefts in 2017/18 where the manufacturer was recorded.

Table 36: Top motorcycle profit motivated theft targets by make, 2016/17 and 2017/18

Ranking			Number of thefts		% of thefts	
2016/17	2017/18	Make	2016/17	2017/18	2016/17	2017/18
1	1	Honda	853	962	21.8%	22.1%
2	2	Yamaha	823	919	21.0%	21.1%
4	3	Suzuki	351	426	9.0%	9.8%
3	4	Kawasaki	422	383	10.8%	8.8%
5	5	KTM	323	370	8.3%	8.5%
6	6	Harley Davidson	156	185	4.0%	4.3%
7	7	Husqvarna	69	87	1.8%	2.0%
12	8	Piaggio	53	72	1.4%	1.7%
9	9	Triumph	64	69	1.6%	1.6%
10	10	Hyosung	60	67	1.5%	1.5%
8	11	SYM	68	58	1.7%	1.3%
13	12	Kymco	42	55	1.1%	1.3%
11	13	Ducati	55	54	1.4%	1.2%
15	14	TGB	36	48	0.9%	1.1%
17	15	Aprilia	31	46	0.8%	1.1%
14	16	Polaris	38	44	1.0%	1.0%
18	17	Vespa	30	39	0.8%	0.9%
13	18	Atomik	42	36	1.1%	0.8%
16	19	Longjia	33	35	0.8%	0.8%
16	20	BMW	33	32	0.8%	0.7%
19	21	Bolwell	25	26	0.6%	0.6%
20	22	Vmoto	22	25	0.6%	0.6%
21	23	CFMoto	21	20	0.5%	0.5%
20	24	Adly	22	17	0.6%	0.4%
22	25	Husaberg	16	16	0.4%	0.4%
28	26	Baotian	6	12	0.2%	0.3%
31	27	Braaap	3	11	0.1%	0.3%
32	27	Royal Enfield	2	11	0.1%	0.3%
23	27	Sachs	12	11	0.3%	0.3%
29	28	BUG	5	10	0.1%	0.2%
26	28	Daelim	8	10	0.2%	0.2%
33	29	Beta	1	8	0.0%	0.2%
31	29	John Deere	3	8	0.1%	0.2%
31	30	Benelli	3	7	0.1%	0.2%
29	30	Sherco	5	7	0.1%	0.2%
30	30	Skyteam	4	7	0.1%	0.2%
24	30	Thumpstar	10	7	0.3%	0.2%

See notes 1 & 2 for further information.

Table 37: Top motorcycle profit motivated theft targets by make and model, 2016/17 and 2017/18

Motorcycle Make and Model	Segment	Number of short term thefts	
		2016/17	2018/18
Yamaha WR450 449cc MY03_17	Off-road sport	55	78
Suzuki DR-Z400 398cc MY00+	Off-road dirt	46	53
Yamaha YZF-R1 998cc MY98+	On-road sport	34	37
Honda CT110 105cc MY80+	On-road standard	59	36
Yamaha WR250 249cc MY90+	Off-road sport	32	31
Yamaha YZ250 249cc MY78+	Off-road sport	22	27
Yamaha YZ 0cc MY77+	Off-road sport	20	24
Honda CRF250R 249cc MY04+	Off-road sport	19	24
Hyosung GT650 647cc MY03+	On-road sport	25	23
Yamaha YZF-R6 599cc MY98+	On-road sport	16	23
Hyosung GT250 249cc MY02_14	On-road sport	14	22
Suzuki GSX-R600 599cc MY97+	On-road sport	19	21
Suzuki GSX-R750 749cc MY85+	On-road sport	9	20
Honda CRF450R 449cc MY01+	Off-road sport	19	19
Yamaha YZF-R3 321cc MY15+	On-road sport	9	19
Kawasaki Ninja 300 296cc MY12+	On-road sport	16	17
KTM 450EXC 447cc MY02_17	Off-road sport	18	17
Kawasaki KLX250 249cc MY93+	Off-road sport	9	16
Suzuki GSX-R1000 999cc MY01+	On-road sport	19	16
Honda Lead 100 103cc MY06_11	On-road scooter	3	16
Yamaha YZF-R15 149cc MY11_17	On-road sport	12	15
Kawasaki Ninja 250R 249cc MY07_12	On-road sport	14	14
Honda Grom MSX125 124cc MY14+	On-road standard	9	14
Piaggio Zip 50 50cc MY03+	On-road scooter	9	13
KTM 300EXC 293cc MY97+	Off-road sport	10	11

See notes 1 & 2 for further information.

Table 38: Profit motivated motorcycle thefts by engine capacity, 2016/17 and 2017/18

Engine capacity	Number of thefts		% of thefts	
	2016/17	2017/18	2016/17	2017/18
50 cc or less	268	295	6.4%	6.3%
51 - 100 cc	76	70	1.8%	1.5%
101 - 150 cc	371	360	8.9%	7.7%
151 - 200 cc	67	77	1.6%	1.6%
201 - 250 cc	488	507	11.6%	10.8%
251 - 500 cc	530	643	12.6%	13.7%
501 - 750 cc	325	356	7.8%	7.6%
751 - 1000 cc	207	196	4.9%	4.2%
1001 cc or more	176	206	4.2%	4.4%
Electric	0	1	0.0%	0.0%
Unknown motorcycle	1,683	1,979	40%	42%

See notes 1 & 2 for further information.

Table 39: Profit motivated motorcycle thefts by registration status, 2016/17 and 2017/18

Registration Status	Number of thefts		% of thefts	
	2016/17	2017/18	2016/17	2017/18
Registered	2,327	2,728	55.5%	58.2%
Unregistered	1,864	1,962	44.5%	41.8%
Grand Total	4,191	4,690	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 an increase in the 0-19 year old vehicles targeted in 2017/18 compared to 2013/14 (Figure 20).

- Almost two fifths (39%) of profit motivated other vehicle theft were heavy plant and equipment . Tractors comprised 15% of this figure and Excavators a further 14% (Table 40).

Figure 20: Profit motivated other vehicle thefts by age of vehicle, 2013/14 and 2017/18
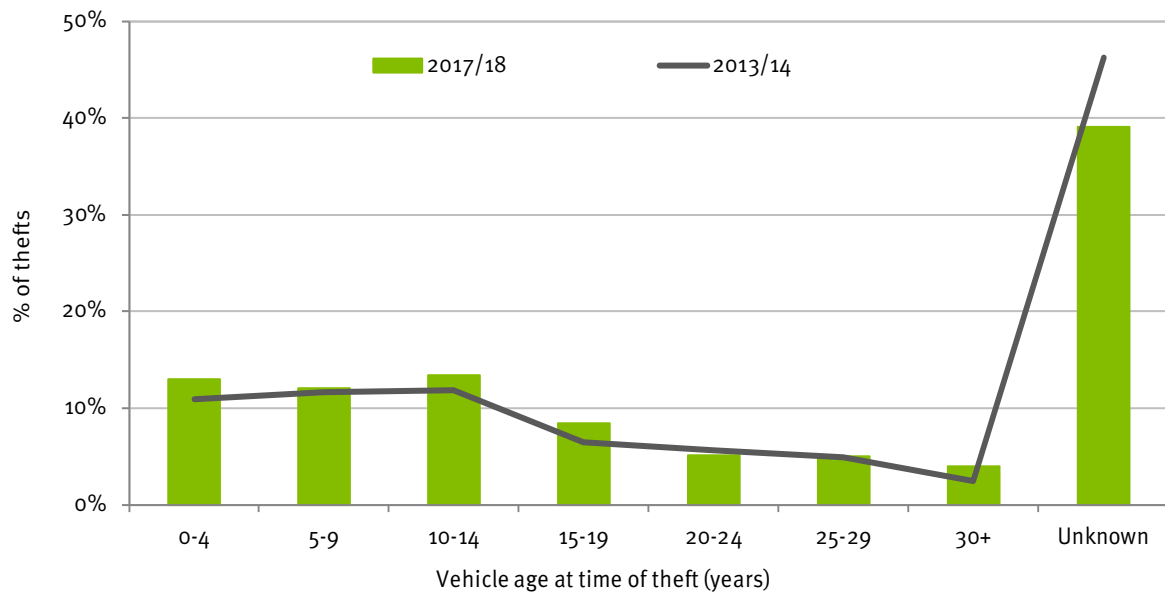
See notes 1 & 2 for further information.

Table 40: Profit motivated other vehicle theft by segment, 2016/17 and 2017/18

Engine capacity	Number of thefts		% of thefts	
	2016/17	2017/18	2016/17	2017/18
Heavy Plant and equipment	396	392	34.4%	38.8%
- Tractor	69	58	17.4%	14.8%
- Excavator	53	54	13.4%	13.8%
- Skidsteer	59	50	14.9%	12.8%
- Mower	37	30	9.3%	7.7%
- Forklift	23	16	5.8%	4.1%
- Backhoe	5	8	1.3%	2.0%
- Roller	3	6	0.8%	1.5%
- Bulldozer	3	5	0.8%	1.3%
- Loader	4	5	1.0%	1.3%
- Crane	1	3	0.3%	0.8%
- Grader	3	1	0.8%	0.3%
- Digger	0	1	0.0%	0.3%
- Compactor	0	1	0.0%	0.3%
- Other	0	0	0.0%	0.0%
- Unknown	136	154	34.3%	39.3%
- Subtotal: Heavy plant and equipment	396	392	100.0%	100.0%
Heavy truck	270	293	23.4%	29.0%
Heavy unknown	3	5	0.3%	0.5%
Bus	15	26	1.3%	2.6%
Other - not elsewhere classified	37	51	3.2%	5.0%
Unknown body type	431	244	37.4%	24.1%

See notes 1 & 2 for further information.

WHEN WERE THEY STOLEN?

- On average, there were 1,271 profit motivated thefts reported per month in 2017/18.

- Over the past five financial years, profit motivated thefts revealed higher average theft numbers for January to May, while February recorded the lowest average number of thefts (1,192 thefts) (Figure 21).

- From February 2018 there appears to be an upward trend in profit motivated thefts compared to the same months in the previous year.
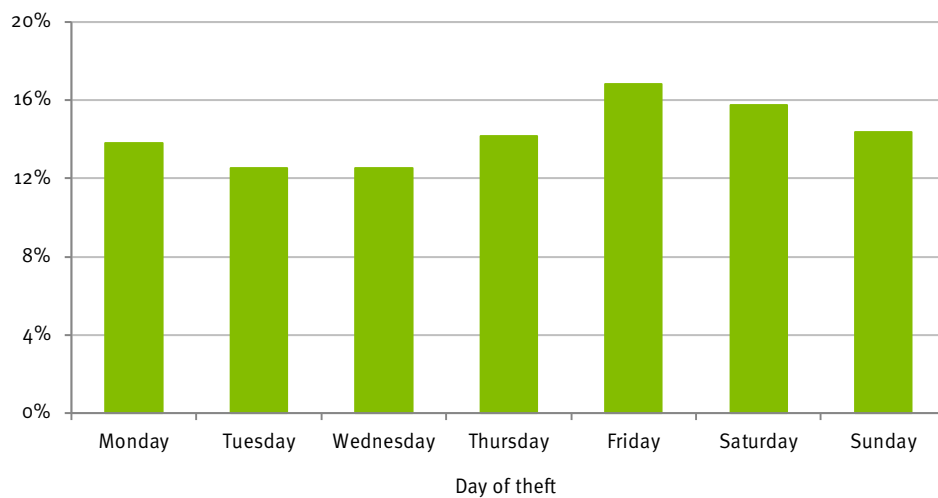
Figure 21: Number of profit motivated thefts by month stolen, 2013/14 to 2017/18
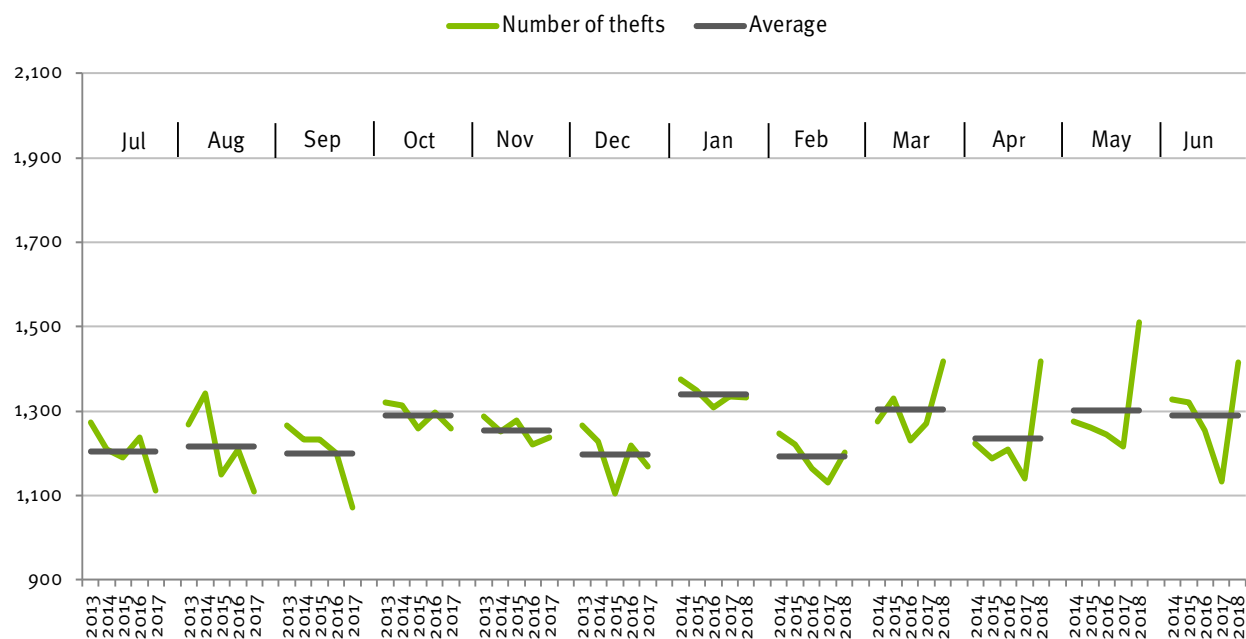
See note 1 for further information

- Overall Fridays and Saturdays were the most popular days for profit motivated thefts (comprising 17% and 16% of thefts, respectively) (Figure 22).

- The majority (28%) of profit motivated thefts during the 2017/18 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 (8%).

Figure 22: Number of profit motivated thefts by day of week, 2017/18

Figure 23: Number of profit motivated thefts by time of day, 2017/18
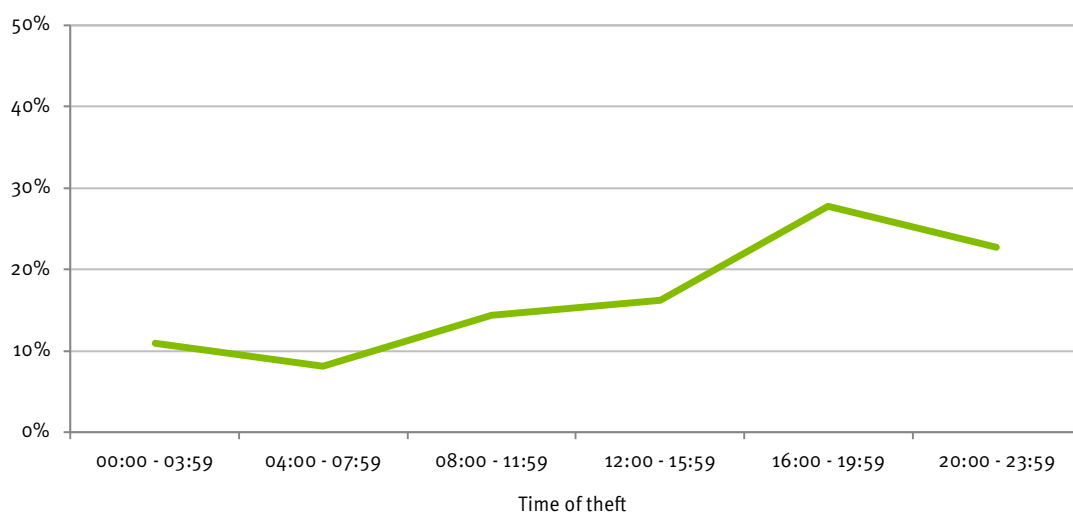
See notes 1 & 11 for further information

WHERE WERE THEY STOLEN?

• The top local area for profit motivated thefts in the 2017/18 financial year was the City of Brisbane (540 thefts) which recorded an increase (+11%) compared to 2016/17. This was followed by the City of Gold Coast , Queensland (494 thefts), and the City of Logan, also in Queensland (341 thefts) (Table 37).

• When presented as a rate per 1,000 population, the City of Cessnock in New South Wales recorded the highest rate (2.16) followed by five local government areas in WA. This included the Shire of Murray (2.02), the City of Belmont (1.96), the Shire of Serpentine-Jarrahdale (1.80), the City of Kalgoorlie-Boulder (1.79) and The City of Kwinana (1.61). (Table 42).

• The largest reductions in profit motivated thefts in 2017/18 occurred namely the City of Whittlesea, Victoria (down 85 thefts to 184), then the City of Frankston, Victoria (down 48 thefts to 100) (Table 43).

• The largest increases in profit motivated thefts were recorded in the City of Melbourne, Victoria (up 61 thefts to 225) and City of Logan, Queensland (up 59 thefts to 341).

Table 41: Top 50 Areas for profit motivated thefts ranked by number of thefts, 2016/17 and 2017/18

State / Territory	LGA name	Number of thefts		Theft rate per 1,000 population	
		2016/2017	2017/2018	2016/2017	2017/2018
QLD	Brisbane (City)	485	540	0.41	0.45
QLD	Gold Coast (City)	437	494	0.76	0.83
QLD	Logan (City)	282	341	0.90	1.07
VIC	Hume (City)	331	318	1.59	1.47
NSW	Blacktown (City)	232	276	0.67	0.77
QLD	Moreton Bay (Regional Council)	233	250	0.53	0.56
ACT	Greater ACT	211	235	0.52	0.57
NSW	Canterbury-Bankstown (Area)	238	233	0.66	0.63
VIC	Casey (City)	211	225	0.67	0.69
VIC	Melbourne (City)	164	225	1.11	1.41
VIC	Brimbank (City)	202	203	0.98	0.97
VIC	Greater Geelong (City)	238	199	1.00	0.81
VIC	Moreland (City)	173	195	1.01	1.10
VIC	Whittlesea (City)	269	184	1.29	0.85
NSW	Central Coast (City)	204	182	0.61	0.54
NSW	Penrith (City)	172	181	0.85	0.88
VIC	Wyndham (City)	210	179	0.92	0.74
VIC	Greater Dandenong (City)	159	178	0.99	1.08
WA	Wanneroo (City)	151	174	0.77	0.87
QLD	Ipswich (City)	149	171	0.74	0.83
NSW	Lake Macquarie (City)	141	171	0.70	0.84
VIC	Port Phillip (City)	141	170	1.30	1.54
WA	Swan (City)	172	166	1.26	1.18
VIC	Melton (City)	145	164	1.02	1.10
VIC	Darebin (City)	166	163	1.07	1.03
WA	Gosnells (City)	141	160	1.15	1.30
SA	Playford (City)	120	156	1.32	1.69
WA	Rockingham (City)	159	153	1.23	1.16
NSW	Liverpool (City)	122	153	0.57	0.70
WA	Stirling (City)	141	147	0.64	0.67
WA	Armadale (City)	119	143	1.45	1.68
NSW	Cumberland (Area)	101	142	0.45	0.61
SA	Salisbury (City)	163	137	1.16	0.96
VIC	Maribyrnong (City)	99	132	1.13	1.47
NSW	Cessnock (City)	149	124	2.62	2.16
NSW	Fairfield (City)	143	121	0.69	0.58
VIC	Monash (City)	93	120	0.48	0.61
QLD	Sunshine Coast (Regional Council)	96	118	0.32	0.38
NSW	Newcastle (City)	111	113	0.69	0.70
VIC	Ballarat (City)	123	112	1.19	1.06
VIC	Mornington Peninsula (Shire)	103	111	0.64	0.68
WA	Cockburn (City)	104	109	0.96	0.98
VIC	Knox (City)	75	108	0.47	0.67
NSW	Wollongong (City)	85	108	0.40	0.51
NSW	Sydney (City)	72	101	0.32	0.43
VIC	Frankston (City)	148	100	1.06	0.71
SA	Port Adelaide Enfield (City)	85	99	0.69	0.79
VIC	Yarra (City)	108	96	1.16	1.00
NSW	Parramatta (City)	86	95	0.37	0.39
VIC	Stonnington (City)	57	94	0.51	0.82

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, 2016/17 and 2017/18

State / Territory	LGA name	Number of thefts		Theft rate per 1,000 population*	
		2016/2017	2017/2018	2016/2017	2017/2018
NSW	Cessnock (City)	149	124	2.62	2.16
WA	Murray (Shire)	31	35	1.81	2.02
WA	Belmont (City)	61	81	1.48	1.96
WA	Serpentine-Jarrahdale (Shire)	54	53	1.95	1.80
WA	Kalgoorlie-Boulder (City)	53	55	1.72	1.79
WA	Kwinana (City)	65	73	1.61	1.73
SA	Playford (City)	120	156	1.32	1.69
WA	Armadale (City)	119	143	1.45	1.68
WA	Perth (City)	43	43	1.6	1.57
WA	Port Hedland (Town)	24	23	1.59	1.54
VIC	Port Phillip (City)	141	170	1.3	1.54
VIC	Maribyrnong (City)	99	132	1.13	1.47
VIC	Hume (City)	331	318	1.59	1.47
VIC	Melbourne (City)	164	225	1.11	1.41
WA	Karratha (City)	29	31	1.31	1.40
WA	Gosnells (City)	141	160	1.15	1.30
WA	Mundaring (Shire)	63	50	1.61	1.28
VIC	Mitchell (Shire)	42	53	1.01	1.24
VIC	Greater Shepparton (City)	53	81	0.81	1.23
WA	Victoria Park (Town)	36	44	0.98	1.20
WA	Swan (City)	172	166	1.26	1.18
WA	Rockingham (City)	159	153	1.23	1.16
VIC	Latrobe (City)	79	83	1.06	1.11
VIC	Moreland (City)	173	195	1.01	1.10
VIC	Melton (City)	145	164	1.02	1.10
WA	Bunbury (City)	37	35	1.13	1.09
VIC	Greater Dandenong (City)	159	178	0.99	1.08
QLD	Logan (City)	282	341	0.9	1.07
WA	Broome (Shire)	12	18	0.71	1.06
VIC	Ballarat (City)	123	112	1.19	1.06
SA	Adelaide (City)	21	25	0.9	1.05
VIC	Campaspe (Shire)	61	39	1.63	1.04
VIC	Darebin (City)	166	163	1.07	1.03
VIC	Moorabool (Shire)	29	34	0.89	1.02
VIC	Yarra (City)	108	96	1.16	1.00
VIC	Baw Baw (Shire)	44	50	0.9	0.99
WA	Cockburn (City)	104	109	0.96	0.98
VIC	Brimbank (City)	202	203	0.98	0.97
SA	Salisbury (City)	163	137	1.16	0.96
WA	Bayswater (City)	35	66	0.51	0.96
WA	Mandurah (City)	90	78	1.08	0.93
TAS	Glenorchy (City)	32	43	0.69	0.92
WA	Kalamunda (City)	50	54	0.84	0.91
WA	Bassendean (Town)	6	14	0.39	0.90
NSW	Moree Plains (Area)	10	12	0.74	0.89
TAS	Brighton (Municipality)	17	15	1.02	0.89
VIC	Cardinia (Shire)	78	90	0.8	0.88
NSW	Penrith (City)	172	181	0.85	0.88
WA	Wanneroo (City)	151	174	0.77	0.87
NT	Litchfield (Municipality)	35	22	1.39	0.87

* 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, 2017/18

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)**		
Acton	-3	0	Lyons	+7	8
MacQuarie	-3	0	Braddon	+6	8
Oxley	-3	0	Giralang	+6	6
Weston	-3	1			
NSW (LGA)			**NSW (LGA)**		
Campbelltown (City)	-39	69	Blacktown (City)	+44	276
Cessnock (City)	-25	124	Cumberland (Area)	+41	142
Central Coast (City)	-22	182	Northern Beaches (Area)	+32	70
Fairfield (City)	-22	121			
NT (LGA)			**NT (LGA)**		
Darwin (City)	-14	30	Barkly (Regional Council)	+2	2
Litchfield (Municipality)	-13	22	West Arnhem (Regional Council)	+2	2
Palmerston (City)	-13	9	Katherine (Town)	+1	3
QLD (LGA)			**QLD (LGA)**		
Rockhampton (Regional Council)	-18	15	Logan (City)	+59	341
Western Downs (Regional Council)	-18	22	Gold Coast (City)	+57	494
Cairns (Regional Council)	-12	57	Brisbane (City)	+55	540
SA (LGA)			**SA (LGA)**		
Salisbury (City)	-26	137	Playford (City)	+36	156
Onkaparinga (City)	-10	76	Port Adelaide Enfield (City)	+14	99
Port Pirie City and Dists	-8	3	Prospect (City)	+13	18
TAS (LGA)			**TAS (LGA)**		
Clarence (City)	-28	20	Glenorchy (City)	+11	43
Devonport (City)	-7	6	Derwent Valley (Municipality)	+6	6
Circular Head (Municipality)	-4	1	Waratah-Wynyard (Municipality)	+4	6
Southern Midlands (Municipality)	-4	3			
VIC (LGA)			**VIC (LGA)**		
Whittlesea (City)	-85	184	Melbourne (City)	+61	225
Frankston (City)	-48	100	Stonnington (City)	+37	94
Greater Geelong (City)	-39	199	Knox (City)	+33	108
			Maribyrnong (City)	+33	132
WA (LGA)			**WA (LGA)**		
Joondalup (City)	-27	50	Bayswater (City)	+31	66
Busselton (City)	-15	9	Armadale (City)	+24	143
Mundaring (Shire)	-13	50	Wanneroo (City)	+23	174

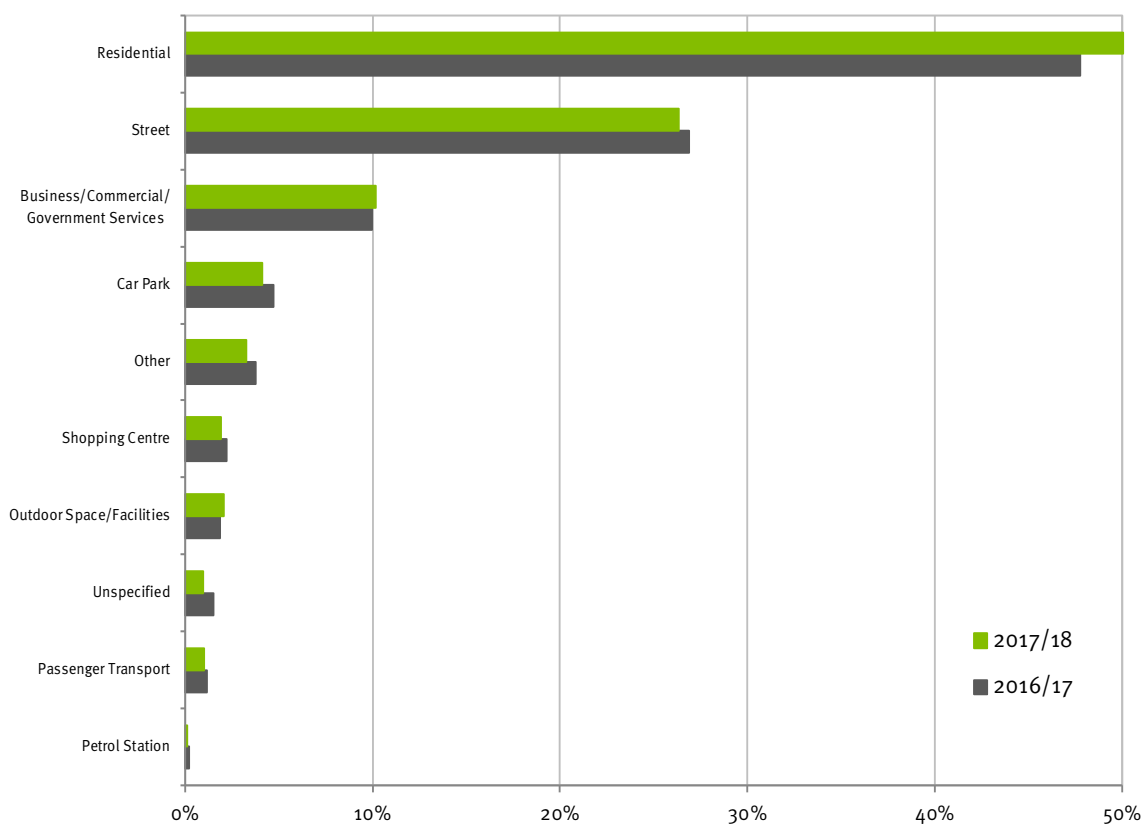See note 1 for further information

- During the 2017/18 financial year, half of profit motivated thefts occurred from residential locations (dwellings or shed/garage) (50%), followed by the street (26%). This is similar to the 48% stolen from residential locations and 27% from the street in 2016/17. (Table 44 and Figure 24).

Table 44: Profit motivated thefts by type of location, 2017/18

Type of theft location	Number of thefts	% of thefts
Residential	6,894	50.1%
Street	3,628	26.3%
Business/Commercial/Government Services	1,397	10.1%
Car Park	567	4.1%
Other	451	3.3%
Outdoor Space/Facilities	282	2.0%
Shopping Centre	266	1.9%
Passenger Transport	137	1.0%
Unspecified	133	1.0%
Petrol Station	16	0.1%
Grand Total	13,771	100.0%

See notes 1 & 4 for further information

Figure 24: Profit motivated thefts by top location types, 2016/17 and 2017/18

See notes 1 & 4 for further information

- The type of location for profit motivated thefts differed significantly depending on the type of vehicle. Motorcycles were considerably more likely to be stolen from a residential dwelling, shed or garage (67%) compared to only 44% for PLCs. Conversely, very few motorcycles were taken from the street (13%) despite accounting for 33% of profit motivated PLC thefts. While PLCs and motorcycles had a small proportion (10% or less) of thefts from a business, commercial or government service, three in ten (30%) of other vehicles were taken from these locations (Figure 25).

Figure 25: Profit motivated thefts by top location types and vehicle type, 2017/18
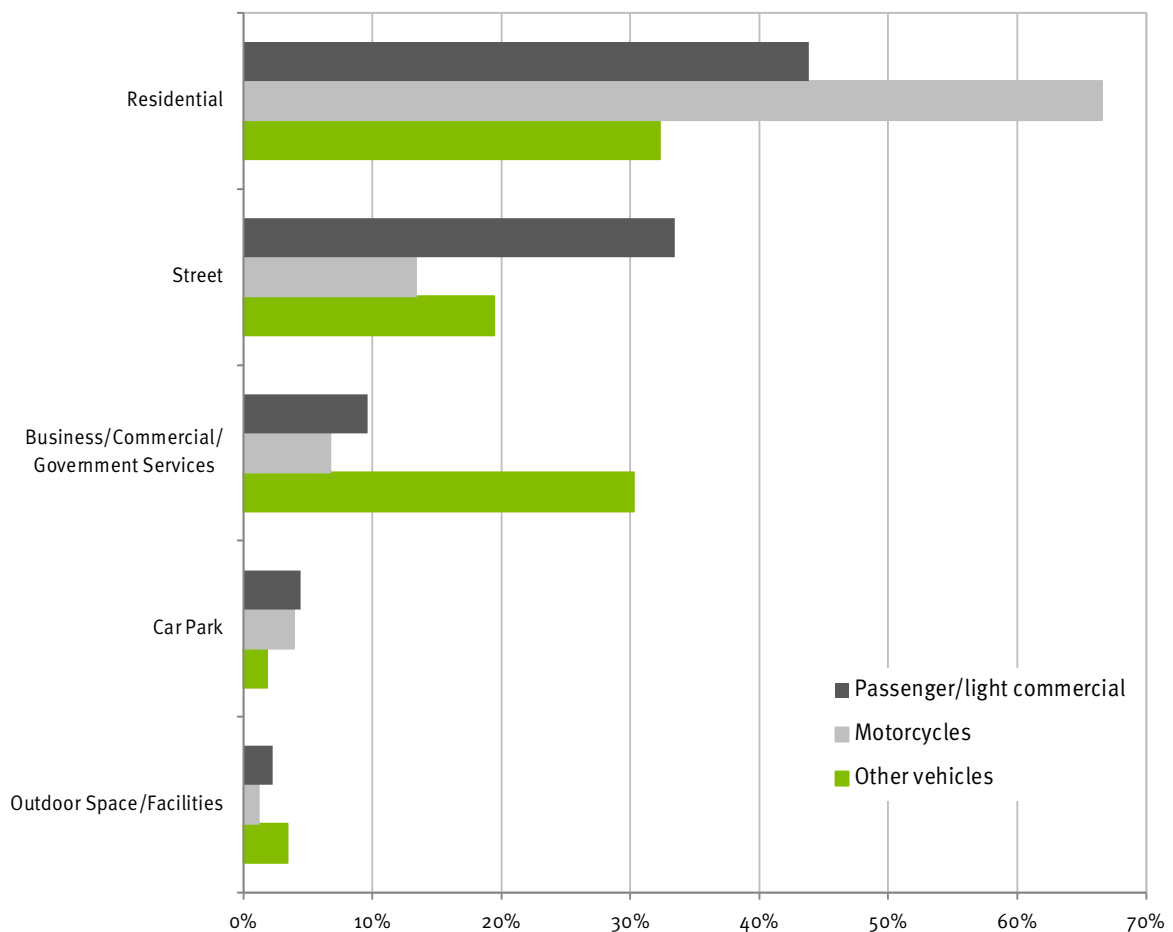
See note 4 for further information

- In Queensland approximately half (51%) of all profit motivated thefts occurred in metropolitan areas. For all other jurisdictions at least 56% 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, 2017/18
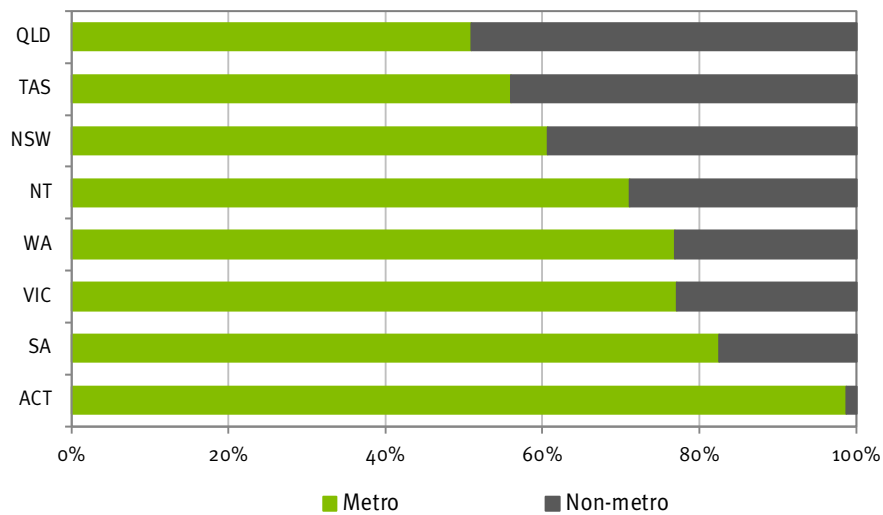
See note 1 for further information

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 31 July 2018 for all jurisdictions except TAS which was at 30 June 2018. Different dates were used as TAS data is only supplied quarterly, NSW, VIC and NT data is supplied weekly 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, VIC, QLD 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 2017/18, 14.2% of profit motivated thefts from 2016/17 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 2016. Source: ABS "Regional Population 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 ASGS - 2016. In the CARS database, SLA is derived for the Australian Capital Territory.

CARS

comprehensive auto-theft research system

CARS, extracting the value from vehicle theft data

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