CARS

comprehensive auto-theft research system

STATISTICAL REPORT

2018/19

National Motor Vehicle
Theft Reduction
Council

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

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 2018/19, 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 2019 for all states/territories except Tasmania which is at 30 June 2019. 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, Victoria and the Northern Territory provide 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 2014/15 and 2018/19, 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 55,293 thefts during the 2018/19 financial year, which represents a 5% increase over the 2017/18 total of 52,673 thefts.

- Over the last five years, Australia's total vehicle thefts have increased 10% from the 2014/15 total of 50,395.

- During 2018/19 there was an average of 152 motor vehicle thefts per day in Australia. This is up from a total of 144 per day in 2017/18.

- With a recovery rate of 71% the 2018/19 total comprises 39,104 short term thefts and 16,189 profit motivated thefts.

- Australia's yearly theft rate equates to 2.76 thefts per 1,000 registered vehicles or 2.20 per 1,000 population.

- The median age of stolen vehicles in Australia has remained the same at 10 years of age.

- A total of 9,261 motorcycles were stolen in 2018/19. This is a 9% increase over the 2017/18 total of 8,477 thefts, and is 15% higher than the 2014/15 total.

- Motorcycles recorded the lowest recovery rate with only 46% of thefts in 2018/19 recovered compared to 77% of passenger and light commercial vehicles and 53% of other vehicles.

- There was a slight increase in thefts of vehicles aged 10-14 years from 20% in 2014/15 to 23% in 2018/19 and a reduction in theft of vehicles aged 20 - 29 years (14% in 2014/15, 12% in 2018/19).

- Overall the most popular passenger and light commercial theft targets in 2018/19 were the Holden Commodore VE MY06-13 (1,011 thefts), Toyota Hilux MY05-11 (677 thefts), Nissan Pulsar N15 MY95-00 (664 thefts), Holden Commodore VY MY02-04 (494 thefts) and Nissan Navara D40 MY05-15 (475 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 2018/19 for example, 54% of all thefts occurred at a residential location compared to 53% in 2017/18.

Table 1: Motor vehicle theft overview, 2014/15 to 2018/19

	2014/15	2017/18	2018/19
Total thefts	50,395	52,673	55,293
% change from 2017/18 to 2018/19			5.0%
% change from 2014/15 to 2018/19			9.7%
Theft rate per 1,000 registrations	2.72	2.68	2.76
Theft rate per 1,000 population	2.13	2.13	2.20
Average number of thefts per day in Australia	138.1	144.3	151.5
Thefts by vehicle type			
Passenger/light commercials	39,643	42,099	43,839
Motorcycles	8,088	8,477	9,261
Other vehicles	2,664	2,097	2,193
% of thefts recovered			
All vehicles	69.9%	73.8%	70.7%
Passenger/light commercials	76.0%	79.8%	76.8%
Motorcycles	47.5%	49.0%	46.3%
Other vehicles	47.1%	54.4%	53.3%
Median vehicle age at time of theft	10 years	10 years	10 years
% of stolen vehicles aged			
0 - 4 years	18.0%	18.4%	18.9%
5 - 9 years	22.0%	20.8%	21.3%
10 - 14 years	20.4%	23.4%	23.0%
15 - 19 years	17.1%	16.9%	16.5%
20 - 24 years	9.7%	8.7%	8.7%
25 - 29 years	4.3%	3.7%	3.7%
30+ years	2.1%	2.1%	2.3%
Unknown age	6.4%	6.0%	5.5%
Type of theft locations			
Residential		53.3%	54.0%
Street		24.2%	23.2%
Business/Commercial/Government Services		10.2%	10.7%
Car Park		4.1%	3.7%
Shopping Centre		2.0%	2.1%

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

⬆⬇ SHORT TERM THEFT

- When adjusted for late recoveries, short term thefts increased 2% in 2018/19 compared to the previous financial year and increased 13% compared to five years ago (Table 2).

- The jurisdictions with the largest reductions in the past 12 months (after adjusting for late recoveries) were New South Wales (-3%) and Victoria (-1%). In contrast, a considerable increase was recorded in Queensland (+13%, 1,251 more thefts) followed by South Australia (8%, 168 additional thefts).

- After adjusting for late recoveries, the rate of short term thefts per 1,000 registered vehicles remained stable at 1.98 in 2018/19 compared to 2017/18. Five years ago the theft rate was 1.90 per 1,000 registered vehicles.

Figure 1: Short term theft rate per 1,000 registrations for each jurisdiction, 2017/18 and 2018/19
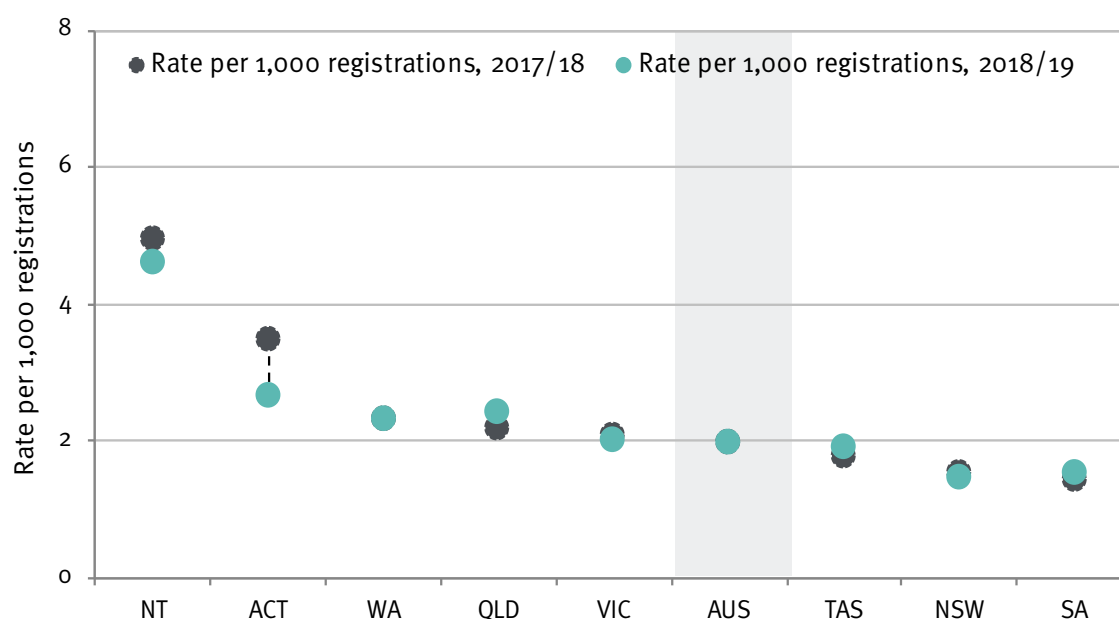
See notes 1 & 3 for further information. See table 6 for rate values.

*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 86% of all short term thefts with motorcycles accounting for a further 11%.

- The median age of short term theft targets has remained stable at 10 years old in 2018/19.

- The top three short term theft targets in 2018/19 were the Holden Commodore VE MY06-13 (726 thefts), Nissan Pulsar N15 MY95-00 (571 thefts) and the Toyota Hilux MY05_11 (496 thefts).

- The top two locations with the highest number of short term thefts in 2018/19 were Queensland local government areas, namely the City of Brisbane (first place with 2,339 thefts), and the City of Gold Coast (second place with 1,452 thefts). The third top location was also in Queensland, namely, City of Logan with 1,006 thefts.

- Overall, 31% of all short term thefts were recovered within 24 hours of the theft, 77% were recovered within 14 days and 87% were recovered within 30 days of the incident. The per cent of vehicles recovered within 14 days has steadily increased from 75% in 2014/15 to 77% in 2018/19.

- Short term theft targets stolen in metropolitan areas of Australia were recovered on average 18.9 kms from their theft location while vehicles stolen from non-metropolitan locations were recovered on average 47.7 kms away.

ADJUSTED FOR LATE RECOVERIES - WHAT DOES THIS MEAN?

The recovery status of all data used in this report is as at 31 July 2019 for all other jurisdictions except TAS which is at 30 June 2019. Thefts from previous financial years have had more time to be recovered than vehicles recorded stolen in the current financial year. For example, during 2018/19, 14% of profit motivated thefts from 2017/18 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, 2014/15 to 2018/19

	2014/15	2017/18	2018/19
Total short term thefts	35,205	38,881	39,104
Adjusted for late recoveries			39,726
Short terms thefts (adjusted for late recoveries)			
Australian Capital Territory	701	1,050	822
New South Wales	8,784	8,616	8,382
Northern Territory	1,053	803	743
Queensland	5,643	9,341	10,592
South Australia	2,088	2,161	2,329
Tasmania	1,153	839	920
Victoria	9,660	10,713	10,553
Western Australia	6,123	5,358	5,385
Australia	35,205	38,881	39,726
Average number of thefts per day in Australia			
Adjusted for late recoveries	96.0	106.5	108.8
Theft rate per 1,000 registrations	1.90	1.98	1.95
Adjusted for late recoveries			1.98
Vehicle body type as % of thefts			
Passenger/light commercials	85.5%	86.4%	86.0%
- Small passenger vehicle	23.8%	24.9%	23.9%
- Medium passenger vehicle	9.5%	8.7%	8.6%
- Large passenger vehicle	17.0%	14.4%	12.5%
- Sports	2.7%	2.6%	2.4%
- SUV	12.4%	16.7%	18.5%
- People mover	1.0%	0.8%	1.0%
- Light commercial utility	14.1%	15.0%	16.1%
- Light commercial van	2.9%	2.5%	2.5%
- Motor home	0.1%	0.0%	0.0%
- Unknown passenger vehicle	2.1%	0.8%	0.6%
Motorcycles	10.9%	10.7%	11.0%
Other vehicles	3.6%	2.9%	3.0%

Table 2: Short term theft overview, 2014/15 to 2018/19 (cont.)

	2014/15	2017/18	2018/19
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	32.2%	30.3%	30.7%
% recovered within 14 days	75.3%	75.1%	77.4%
% recovered within 30 days	83.5%	83.8%	86.5%
Mean distance between theft and recovery			
Metropolitan thefts	17.6 kms	18.8 kms	18.9 kms
Non-metropolitan thefts	45.7 kms	48.4 kms	47.7 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 2018/19. The 15,567 profit motivated thefts in 2018/19 represented a large increase of 13% from the 2017/18 total of 13,792 thefts but a smaller increase of 3% reduction to the 2014/15 total of 15,190 thefts.

- Compared to 2017/18 figures, only Western Australia recorded a reduction of 20 thefts (-1%) and the Australia Capital Territory remained stable. The remaining jurisdictions all showed increases in profit motivated thefts with the largest increases in South Australia (+27%), Queensland (+22%), New South Wales (+14%) and Victoria (+11%).

- After adjusting for late recoveries, the rate of profit motivated thefts in Australia during 2018/19 was 0.78 thefts per 1,000 registrations, with two jurisdictions recording a higher rate, namely Western Australia (0.96) and Victoria (0.95) .

Figure 2: Profit motivated theft rate per 1,000 registrations for each jurisdiction, 2017/18 and 2018/19
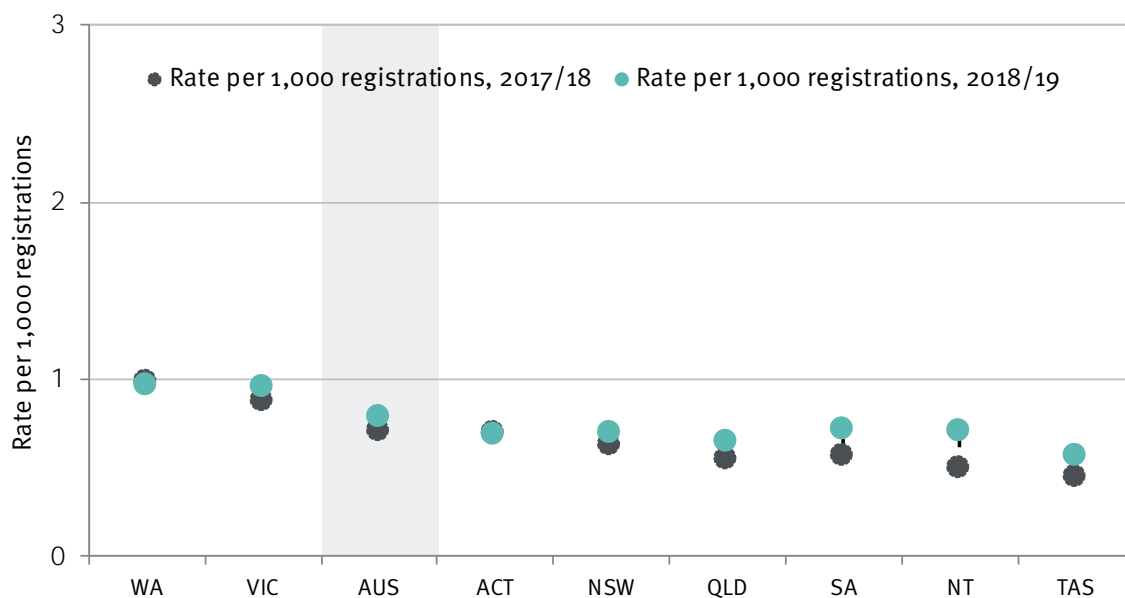
See notes 1 & 3 for further information. See table 28 for rate values.

*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 2018/19 including light commerical utilities which comprised 14% of the overall total.

- Motorcycles comprised 31% of all profit motivated thefts in 2018/19, which is three times larger than their 11% representation amongst short term thefts.

- The vehicles of choice for profit motivated thieves were 5 – 14 years old, accounting for two in every five (40%) profit motivated thefts in 2018/19.

Table 3: Profit motivated theft overview, 2014/15 to 2018/19

	2014/15	2017/18	2018/19
Total profit motivated thefts	15,190	13,792	16,189
Adjusted for late recoveries			15,567
Profit motivated thefts (Adjusted for late recoveries)			
Australian Capital Territory	185	208	208
New South Wales	5,068	3,451	3,943
Northern Territory	143	79	113
Queensland	2,406	2,302	2,806
South Australia	878	847	1,074
Tasmania	209	208	270
Victoria	3,851	4,461	4,937
Western Australia	2,450	2,236	2,216
Australia	15,190	13,792	15,567
Average number of thefts per day in Australia			
Adjusted for late recoveries	41.6	37.8	42.6
Theft rate per 1,000 registrations	0.82	0.70	0.81
Adjusted for late recoveries			0.78
Vehicle body type as % of thefts			
Passenger/light commercials	62.7%	61.7%	63.0%
- Small passenger vehicle	11.8%	12.9%	13.0%
- Medium passenger vehicle	5.4%	5.0%	5.2%
- Large passenger vehicle	14.6%	12.7%	11.5%
- Sports	3.0%	2.5%	2.5%
- SUV	8.6%	10.6%	12.4%
- People mover	0.7%	0.7%	0.7%
- Light commercial utility	13.1%	13.3%	14.0%
- Light commercial van	3.3%	1.9%	2.0%
- Motor home	0.1%	0.1%	0.1%
- Unknown passenger vehicle	2.2%	2.0%	1.6%
Motorcycles	28.0%	31.4%	30.7%
Other vehicles	9.3%	6.9%	6.3%

Table 3: Profit motivated theft overview, 2014/15 to 2018/19 (cont.)

	2014/15	2017/18	2018/19
Median vehicle age at time of theft	11 years	11 years	11 years
% of stolen vehicles aged			
0 - 4 years	13.7%	14.4%	15.6%
5 - 9 years	22.0%	17.9%	18.0%
10 - 14 years	19.7%	22.4%	21.8%
15 - 19 years	15.7%	16.3%	17.0%
20 - 24 years	9.3%	8.1%	8.5%
25 - 29 years	4.0%	4.0%	3.7%
30+ years	2.8%	3.4%	3.6%
Unknown age	13.0%	13.5%	11.8%
Type of theft locations			
Residential		50.3%	50.4%
Street		26.1%	26.1%
Business/Commercial/Government Services		10.1%	10.4%
Car Park		4.1%	3.7%
Shopping Centre		1.9%	2.0%

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

SHORT TERM VEHICLE THEFT

TRENDS

- There were 39,104 short term thefts recorded in 2018/19 which when adjusted for late recoveries corresponds to 39,726. This adjusted total was 845 (or 2%) more than the 38,881 recorded in the previous financial year (Table 4).

- The largest increase in short term thefts was seen in Queensland (+1,251 more thefts, 13%) followed by South Australia (+168 more thefts, +8%).

- The largest decreases in short term thefts was seen in the Australian Capital Territory (-22%) and Nothern Territory (-8%).

- Short term thefts of all vehicle types increased, 8% increase in motorcycle thefts, 4% increase in thefts of other vehicles and passenger/light commercial vehicles increased by 1%.

- Passenger and light commercial vehicles accounted for 86% of short term thefts during the year and 90% of Australia's registrations (Table 5).

- Motorcycles accounted for 11% of Australia's total short term thefts in 2018/19, 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 2018/19 equates to 1.98 thefts per 1,000 registered vehicles or 1.58 thefts per 1,000 population. Not much has changed in terms or rates compared to 2017/18 (1.98 and 1.57 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, 2017/18 and 2018/19*

Passenger/light commercials	ACT	NSW	NT	QLD	SA	TAS	VIC	WA	AUS
Thefts in 2018/19	746	6,905	677	9,186	1,895	771	9,431	4,037	33,648
Thefts in 2018/19 adjusted for late recoveries	753	7,043	679	9,300	1,928	788	9,485	4,076	34,052
Thefts in 2017/18	973	7,426	721	8,260	1,853	735	9,572	4,049	33,589
% change**	-22.6%	-5.2%	-5.8%	12.6%	4.0%	7.2%	-0.9%	0.7%	1.4%
2018/19 theft rate per 1,000 registrations	2.60	1.34	4.74	2.41	1.42	1.84	2.01	2.01	1.89
2018/19 theft rate per 1,000 population	1.78	0.88	2.76	1.84	1.11	1.48	1.45	1.56	1.35
Motorcycles	ACT	NSW	NT	QLD	SA	TAS	VIC	WA	AUS
Thefts in 2018/19	48	989	45	925	354	110	725	1,092	4,288
Thefts in 2018/19 adjusted for late recoveries	51	1,048	45	983	369	115	757	1,124	4,492
Thefts in 2017/18	66	927	61	792	269	80	820	1,136	4,151
% change**	**	13.1%	**	24.1%	37.2%	**	-7.7%	-1.1%	8.2%
2018/19 theft rate per 1,000 registrations	3.90	4.23	7.02	4.47	6.22	5.16	3.50	8.87	4.92
2018/19 theft rate per 1,000 population	0.12	0.13	0.18	0.19	0.21	0.22	0.12	0.43	0.18
Other vehicles	ACT	NSW	NT	QLD	SA	TAS	VIC	WA	AUS
Thefts in 2018/19	18	286	19	302	32	17	309	185	1,168
Thefts in 2018/19 adjusted for late recoveries	18	291	19	309	32	17	311	185	1,182
Thefts in 2017/18	11	263	21	289	39	24	321	173	1,141
% change**	**	10.6%	**	6.9%	-17.9%	**	-3.1%	6.9%	3.6%
2018/19 theft rate per 1,000 registrations	3.98	1.39	1.60	1.10	0.30	0.57	1.14	1.24	1.11
2018/19 theft rate per 1,000 population	0.04	0.04	0.08	0.06	0.02	0.03	0.05	0.07	0.05
All vehicles	ACT	NSW	NT	QLD	SA	TAS	VIC	WA	AUS
Thefts in 2018/19	812	8,180	741	10,413	2,281	898	10,465	5,314	39,104
Thefts in 2018/19 adjusted for late recoveries	822	8,382	743	10,592	2,329	920	10,553	5,385	39,726
Thefts in 2017/18	1,050	8,616	803	9,341	2,161	839	10,713	5,358	38,881
% change**	**	-2.7%	**	13.4%	7.8%	**	-1.5%	0.5%	2.2%
2018/19 theft rate per 1,000 registrations	2.68	1.47	4.60	2.43	1.53	1.92	2.02	2.34	1.98
2018/19 theft rate per 1,000 population	1.94	1.04	3.02	2.10	1.34	1.73	1.62	2.07	1.58

* The 2018/19 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, 2018/19*

	ACT	NSW	NT	QLD	SA	TAS	VIC	WA	AUS
Passenger/light commercial vehicles									
Number of thefts	753	7,043	679	9,300	1,928	788	9,485	4,076	34,052
% of all thefts	91.6%	84.0%	91.4%	87.8%	82.8%	85.7%	89.9%	75.7%	85.7%
Number registered	289,306	5,236,812	143,173	3,853,029	1,353,672	427,804	4,727,785	2,028,406	18,059,987
% of total registrations	94.3%	92.0%	88.7%	88.5%	89.0%	89.1%	90.6%	88.0%	90.1%
Motorcycles									
Number of thefts	51	1,048	45	983	369	115	757	1,124	4,492
% of all thefts	6.2%	12.5%	6.1%	9.3%	15.8%	12.5%	7.2%	20.9%	11.3%
Number registered	13,077	248,005	6,413	220,005	59,363	22,296	216,385	126,711	912,255
% of total registrations	4.3%	4.4%	4.0%	5.1%	3.9%	4.6%	4.1%	5.5%	4.6%
Other vehicles									
Number of thefts	18	291	19	309	32	17	311	185	1,182
% of all thefts	2.2%	3.5%	2.6%	2.9%	1.4%	1.8%	2.9%	3.4%	3.0%
Number registered	4,525	208,746	11,880	280,505	107,697	29,936	271,659	148,929	1,063,877
% of total registrations	1.5%	3.7%	7.4%	6.4%	7.1%	6.2%	5.2%	6.5%	5.3%
All vehicles									
Number of thefts	822	8,382	743	10,592	2,329	920	10,553	5,385	39,726
Number registered	306,908	5,693,563	161,466	4,353,539	1,520,732	480,036	5,215,829	2,304,046	20,036,119

* The 2018/19 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, 2014/15 to 2018/19

Theft rate per 1,000 registrations	ACT	NSW	NT	QLD	SA	TAS	VIC	WA	AUS
2014/15	2.51	1.68	6.77	1.42	1.49	2.51	2.03	2.73	1.90
2015/16	2.49	1.55	5.54	1.59	1.58	1.96	2.74	2.86	2.08
2016/17	3.03	1.61	6.01	2.05	1.66	2.28	2.70	2.81	2.21
2017/18	3.49	1.54	4.95	2.19	1.44	1.77	2.10	2.34	1.98
2018/19*	2.68	1.47	4.60	2.43	1.53	1.92	2.02	2.34	1.98

Theft rate per 1,000 population	ACT	NSW	NT	QLD	SA	TAS	VIC	WA	AUS
2014/15	1.79	1.16	4.34	1.19	1.23	2.24	1.62	2.42	1.49
2015/16	1.79	1.08	3.58	1.35	1.35	1.77	2.19	2.55	1.64
2016/17	2.18	1.13	3.93	1.74	1.39	2.06	2.16	2.50	1.74
2017/18	2.52	1.09	3.25	1.88	1.25	1.60	1.68	2.07	1.57
2018/19*	1.94	1.04	3.02	2.10	1.34	1.73	1.62	2.07	1.58

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

See notes 1, 3 & 5 for further information.

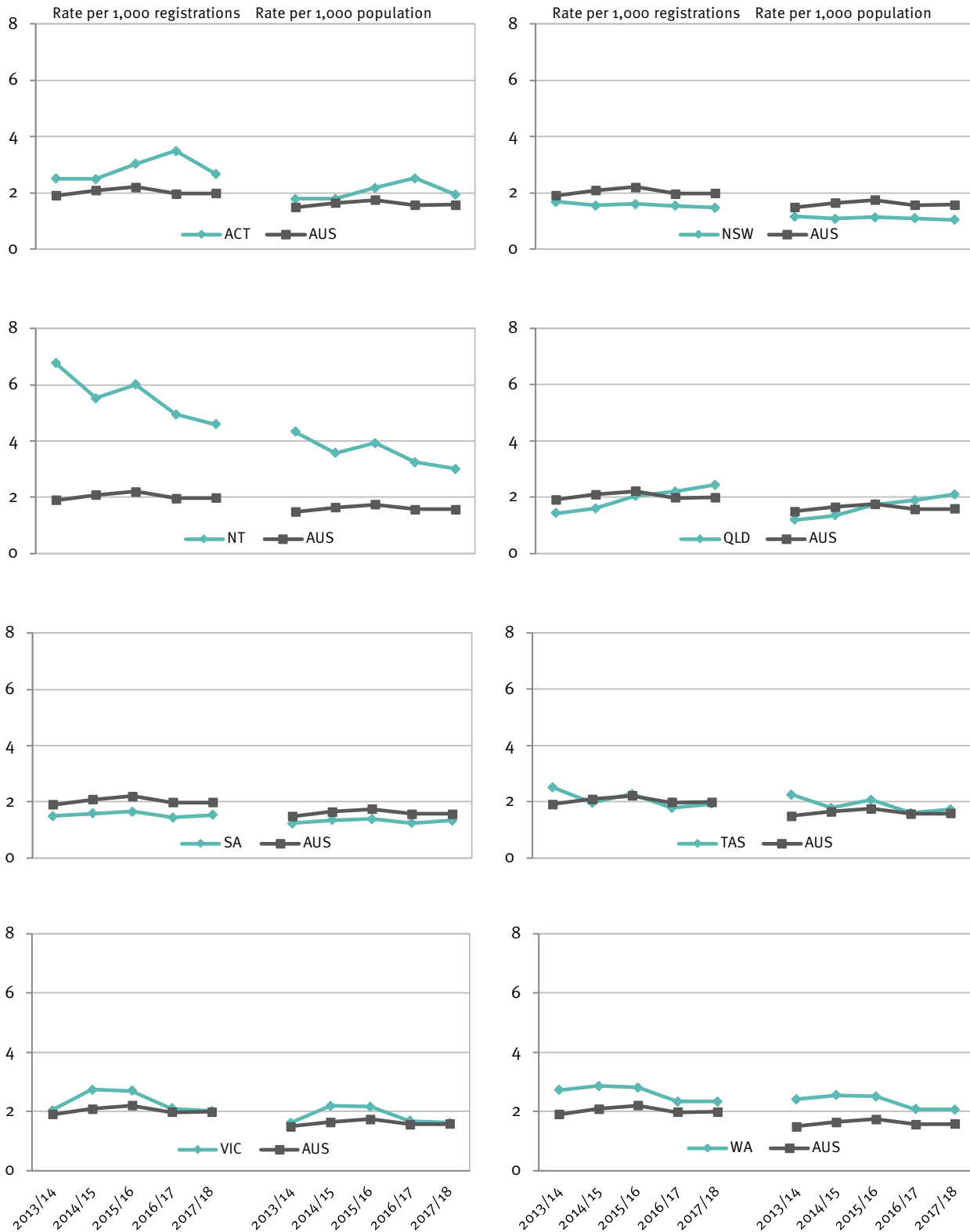**Figure 3: Short term theft rate per 1,000 registrations and per 1,000 population by jurisdiction, 2014/15 to 2018/19***

* The 2018/19 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 eight in ten (82%) short term PLC thefts were manufactured in the 2000s or 2010s, with a mean age of 11.7 years (Table 7).

- Similarly, motorcycles stolen in 2018/19 were also young with half (50%) manufactured from 2010 onwards and an average age of only 8.8 years.

Table 7: Short term thefts by decade of manufacture, 2018/19

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	30	0.1%	0.6%	0.27
1970s	72	0.2%	0.7%	0.56
1980s	589	1.8%	1.1%	2.87
1990s	4,961	14.7%	8.1%	3.37
2000s	14,242	42.3%	37.5%	2.10
2010s	13,410	39.9%	51.8%	1.43
Unknown	344	1.0%	0.1%	-
Total - Passenger/light commercials	33,648	100.0%	100.0%	1.86
Motorcycles				
‹1970	2	0.0%	1.0%	0.22
1970s	14	0.3%	1.5%	0.99
1980s	44	1.0%	2.9%	1.65
1990s	194	4.5%	8.4%	2.53
2000s	1,260	29.4%	35.4%	3.90
2010s	2,161	50.4%	50.1%	4.73
Unknown	613	14.3%	0.6%	-
Total - Motorcycles	4,288	100.0%	100.0%	4.70
Other vehicles				
‹1970	2	0.2%	1.7%	0.11
1970s	4	0.3%	3.6%	0.11
1980s	70	6.0%	9.0%	0.73
1990s	184	15.8%	14.6%	1.18
2000s	363	31.1%	32.9%	1.04
2010s	350	30.0%	37.4%	0.88
Unknown	195	16.7%	0.7%	-
Total - Other vehicles	1,168	100.0%	100.0%	1.10

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

Figure 4: Short term thefts by vehicle type and decade of manufacture, 2018/19
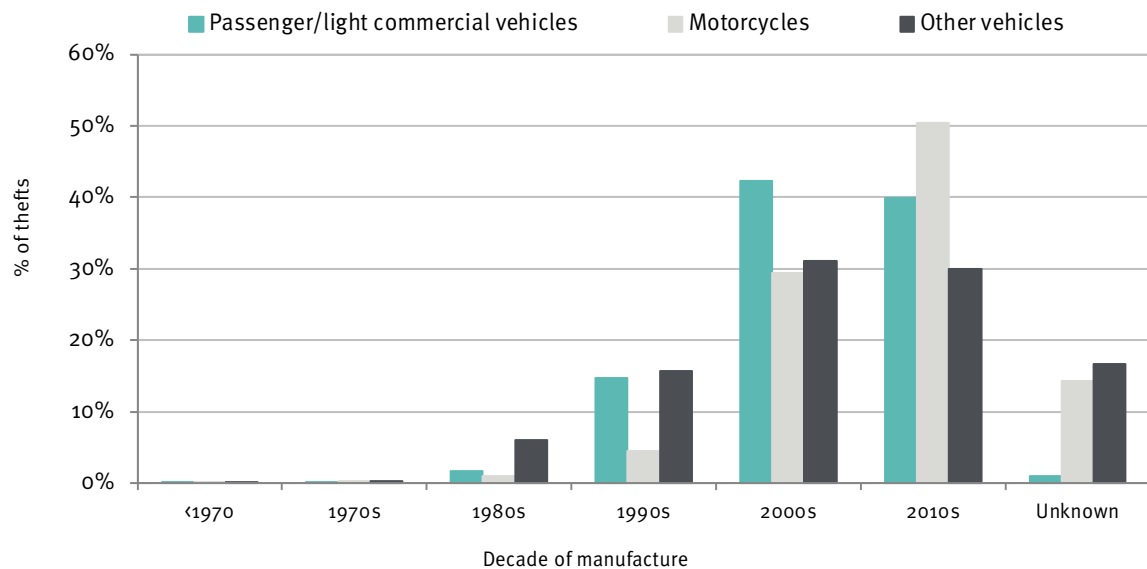
Legend: Passenger/light commercial vehicles | Motorcycles | Other vehicles

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

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 0-14 years (Figure 5).

Figure 5: Short term passenger and light commercial thefts by age of vehicle, 2014/15 and 2018/19

Legend: 2018/19 | 2014/15

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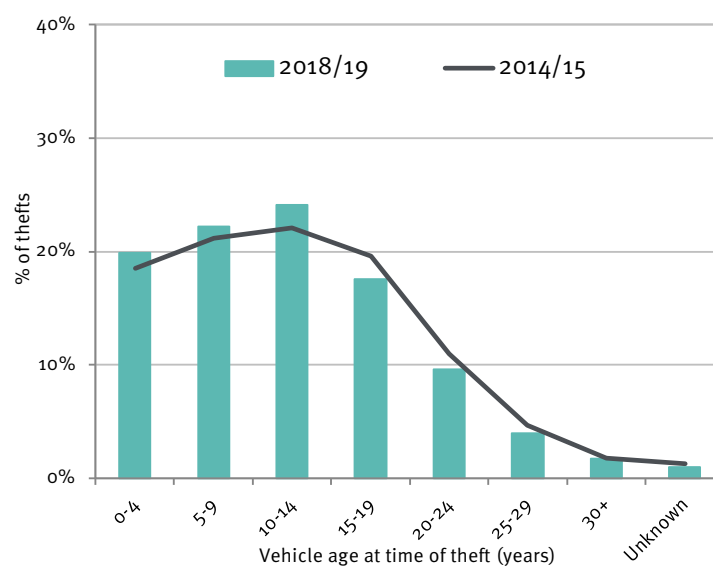
See notes 1 & 2 for further information.

• One in 12 (8%) PLC vehicles of Australia's registered fleet do not have an immobiliser. These non-immobilised vehicles comprised almost a sixth (15%) of all PLC short term thefts in 2018/19 (Table 8).

Table 8: Passenger/light commercial vehicle short term thefts and registrations by immobiliser presence in each iurisdiction. 2018/19

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	531	71.2%	270,229	93.4%	1.97
Non-Australian Standard	16	2.1%	2,093	0.7%	7.64
No Immobiliser	199	26.7%	16,984	5.9%	11.72
NSW					
Australian Standard	5,843	84.6%	4,813,419	91.9%	1.21
Non-Australian Standard	111	1.6%	42,778	0.8%	2.59
No Immobiliser	951	13.8%	380,615	7.3%	2.50
NT					
Australian Standard	579	85.5%	126,778	88.5%	4.57
Non-Australian Standard	8	1.2%	917	0.6%	8.72
No Immobiliser	90	13.3%	15,478	10.8%	5.81
QLD					
Australian Standard	8,189	89.1%	3,399,076	88.2%	2.41
Non-Australian Standard	95	1.0%	34,843	0.9%	2.73
No Immobiliser	902	9.8%	419,110	10.9%	2.15
SA					
Australian Standard	1,475	77.8%	1,172,507	86.6%	1.26
Non-Australian Standard	53	2.8%	22,075	1.6%	2.40
No Immobiliser	367	19.4%	159,090	11.8%	2.31
TAS					
Australian Standard	393	51.0%	345,847	80.8%	1.14
Non-Australian Standard	12	1.6%	6,308	1.5%	1.90
No Immobiliser	366	47.5%	75,649	17.7%	4.84
VIC					
Australian Standard	7,151	75.8%	4,314,686	91.3%	1.66
Non-Australian Standard	170	1.8%	60,740	1.3%	2.80
No Immobiliser	2,110	22.4%	352,359	7.5%	5.99
WA					
Australian Standard	3,787	93.8%	1,928,586	95.1%	1.96
Non-Australian Standard	64	1.6%	20,293	1.0%	3.15
No Immobiliser	186	4.6%	79,527	3.9%	2.34
Australia					
Australian Standard	27,948	83.1%	16,371,128	90.6%	1.71
Non-Australian Standard	529	1.6%	190,047	1.1%	2.78
No Immobiliser	5,171	15.4%	1,498,812	8.3%	3.45

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 726 thefts, followed by the Nissan Pulsar N15 MY95-00 (571 thefts). They recorded an average value of $9,359 and $1,806 respectively (Table 9).

- The combined total of top 10 short term passenger and light commercial theft targets in 2018/19 accounted for 4,042 or 12% of PLC short term thefts and were valued at $43.4 million from a total of $442.3 million for all short term PLC thefts.

Table 9: Top passenger/light commercial vehicle short term theft targets by Make/Model/Series/Year Range, 2018/19

Ranking			Number of thefts		Sum of Glass's Guide value estimate	
2017/18	2018/19	Make Model Series Year Range	2017/18	2018/19	2017/18	2018/19
1	1	Holden Commodore VE MY06_13	719	726	$7,502,693	$6,794,639
2	2	Nissan Pulsar N15 MY95_00	664	571	$1,214,982	$1,031,135
3	3	Toyota Hilux MY05_11	435	496	$5,441,166	$5,360,024
5	4	Ford Falcon BA MY02_05	393	354	$2,021,365	$1,706,147
4	5	Holden Commodore VY MY02_04	423	349	$2,104,809	$1,621,604
8	6	Nissan Navara D40 MY05_15	327	334	$5,305,865	$5,005,390
15	7	Holden Captiva CG MY06+	267	323	$3,646,377	$3,773,220
14	8	Toyota Hilux MY12_15	270	300	$6,821,222	$6,796,717
17	9	Ford Ranger PX MY11+	223	295	$7,542,003	$9,742,809
10	10	Holden Commodore VZ MY04_06	309	294	$1,783,112	$1,569,589
7	11	Holden Commodore VX MY00_02	341	283	$1,353,178	$1,086,586
16	12	Toyota Corolla ZRE152R MY07_14	250	259	$2,360,821	$1,995,146
6	13	Holden Commodore VT MY97_00	348	258	$1,189,054	$890,646
21	14	Mazda 3 BL MY09_14	206	255	$2,833,499	$2,842,835
12	15	Toyota Hilux MY98_04	278	254	$1,303,898	$1,125,403
11	15	Toyota Corolla ZRE182R MY12_18	284	254	$5,588,726	$4,732,329
13	16	Ford Falcon FG MY08_14	276	253	$3,376,426	$2,771,259
9	17	Holden Commodore VF MY13_17	311	252	$10,309,172	$7,235,102
22	18	Nissan Navara D22 MY01_15	194	248	$1,809,908	$2,159,579
16	19	Mazda 3 BK MY04_09	250	239	$1,269,448	$901,896
44	20	Toyota Hilux MY15+	130	230	$4,748,706	$8,286,304
17	21	Toyota Corolla ZZE122R MY01_07	223	209	$735,340	$594,663
31	22	Toyota Hiace MY05_19	163	205	$4,292,431	$4,767,986
20	23	Toyota Camry ASV50R MY11_17	210	204	$4,528,832	$4,150,086
26	24	Holden Cruze JH MY11_16	183	201	$2,445,034	$2,197,656
28	25	Volkswagen Golf 1K MY04_13	174	199	$2,110,137	$2,197,497
27	26	Holden Commodore Ute VE MY07_13	176	194	$2,574,634	$2,599,372
33	27	Mitsubishi Triton MN MY09_15	160	191	$3,006,737	$3,168,083
51	27	Holden Colorado RG MY12+	118	191	$3,478,574	$5,595,148
19	28	Holden Astra TS MY99_05	216	187	$511,405	$415,676
40	29	Hyundai Accent RB MY11+	138	180	$1,835,619	$2,249,444
23	30	Hyundai Getz TB MY02_11	193	172	$631,647	$453,876

See notes 1, 2 & 10 for further information.

- Almost two fifths (38%) of PLCs stolen for short term theft in 2018/19 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, 8% 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 2014/15 large passenger vehicles represented 20% of PLC short term thefts and by 2018/19 this had fallen to 15%. However, despite this decrease they are still over represented amongst theft targets as they comprised only 9% of the registered fleet in 2017/18 (Figure 6).

- Compared to five years ago, the proportion of SUVs and light commercial utilities as short term theft targets have increased with SUVs increasing from 14% to 22%. However in 2018/19, small passenger vehicles comprised 28% of all PLC short term thefts, the largest vehicle category for short term thefts (Table 11).

Table 10: Short term passenger and light commercial thefts by Glass's Guide value estimates, 2018/19

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	12,911	38.4%	$37,411,032	8.5%
$5,000 to ‹ $10,000	6,858	20.4%	$47,549,862	10.8%
$10,000 to ‹ $20,000	6,487	19.3%	$94,034,084	21.3%
$20,000 to ‹ $30,000	3,760	11.2%	$92,019,108	20.8%
$30,000 to ‹ $50,000	2,726	8.1%	$102,220,121	23.1%
$50,000+	906	2.7%	$69,039,303	15.6%
Grand total	33,648	100.0%	$442,273,510	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, 2017/18 and 2018/19

Vehicle segment	Number of thefts		% of thefts		Theft rate per 1,000 registrations	
	2017/18	2018/19	2017/18	2018/19	2017/18	2018/19
Small passenger	9,677	9,342	28.8%	27.8%	1.76	1.70
Medium passenger	3,400	3,345	10.1%	9.9%	2.19	2.20
Large passenger	5,586	4,876	16.6%	14.5%	3.07	2.93
Sports	997	946	3.0%	2.8%	2.57	2.35
SUV	6,476	7,243	19.3%	21.5%	1.45	1.50
People mover	329	388	1.0%	1.2%	1.39	1.62
Light commercial utility	5,850	6,308	17.4%	18.7%	2.04	2.11
Light commercial van	957	960	2.8%	2.9%	2.09	2.06
Motor home	13	16	0.0%	0.0%	0.51	0.60
Unknown passenger	304	224	0.9%	0.7%	0.69	0.56

See notes 1, 2 & 3 for further information.

Figure 6: Short term passenger/light commercial vehicle thefts and registrations by vehicle segment, 2014/15 and 2018/19

Small passenger vehicles

	2014/15	2018/19
Thefts	27.9%	27.8%
Registrations	31.2%	30.5%

Medium passenger vehicles

	2014/15	2018/19
Thefts	11.1%	9.9%
Registrations	9.4%	8.4%

Large passenger vehicles

	2014/15	2018/19
Thefts	19.9%	14.5%
Registrations	13.5%	9.2%

Sports

	2014/15	2018/19
Thefts	3.1%	2.8%
Registrations	2.0%	2.2%

SUV

	2014/15	2018/19
Thefts	14.5%	21.5%
Registrations	20.3%	26.8%

People movers

	2014/15	2018/19
Thefts	1.1%	1.2%
Registrations	1.3%	1.3%

Light commercial utilities

	2014/15	2018/19
Thefts	16.5%	18.7%
Registrations	15.4%	16.6%

Light commercial vans

	2014/15	2018/19
Thefts	3.4%	2.9%
Registrations	2.6%	2.6%

■ 2014/15   ■ 2018/19

See notes 1 & 2 for further information.

**Table 12: Top short term passenger/light commercial vehicle theft targets, 2017/18 and 2018/19**

Segment / Make model series year	Number of thefts	
	2017/18	2018/19
Small passenger		
Nissan Pulsar N15 MY95_00	664	571
Toyota Corolla ZRE152R MY07_14	250	259
Mazda 3 BL MY09_14	206	255
Medium passenger		
Toyota Camry ASV50R MY11_17	210	204
Toyota Camry ACV40R MY06_12	188	166
Toyota Camry SXV20R MY97_02	160	156
Large passenger		
Holden Commodore VE MY06_13	719	726
Ford Falcon BA MY02_05	393	354
Holden Commodore VY MY02_04	423	349
Sports		
Ford Mustang MY15_18	30	31
Toyota Celica ST204 MY94_99	30	28
Honda Integra MY94_01	25	24
SUV		
Holden Captiva CG MY06+	267	323
Ford Territory SY MY05_11	160	156
Toyota Landcruiser 80 Series MY90_98	158	147
People mover		
Kia Grand Carnival VQ MY06_15	33	31
Hyundai iMax TQ MY07+	21	29
Kia Carnival YP MY15+	15	25
Light commercial utility		
Toyota Hilux MY05_11	435	496
Nissan Navara D40 MY05_15	327	334
Toyota Hilux MY12_15	270	300
Light commercial van		
Toyota Hiace MY05_19	163	204
Toyota Hiace MY90_04	155	145
Hyundai iLoad TQ MY07+	51	68

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 10-19 years old (Figure 7).

Figure 7: Short term motorcycle thefts by age of vehicle, 2014/19 and 2018/19
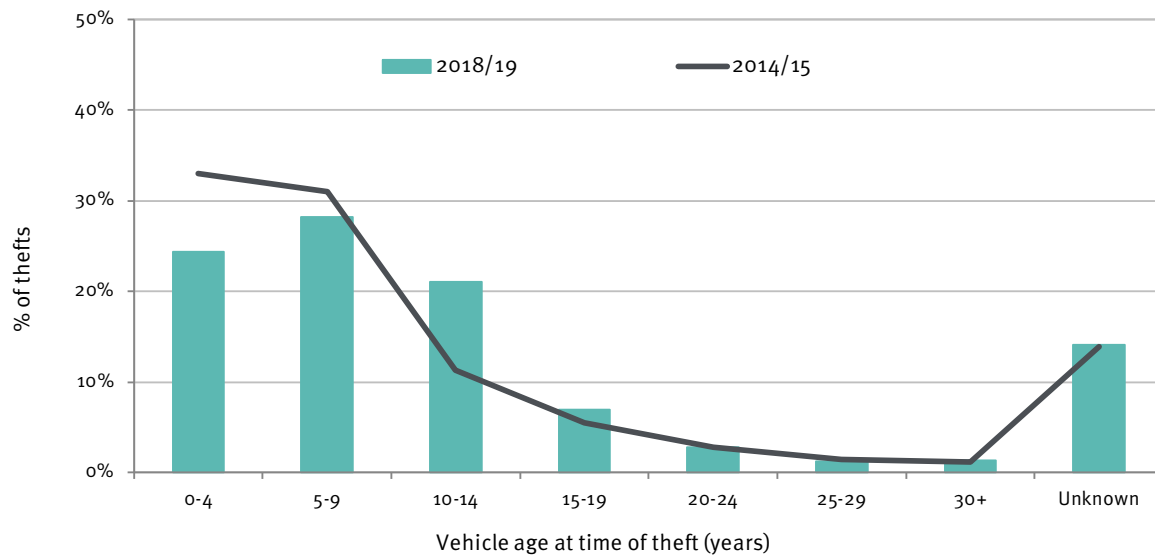
See notes 1 & 2 for further information.

Table 13: Short term motorcycle thefts by market segment, 2017/18 and 2018/19

Vehicle segment	Number of thefts		% of thefts	
	2017/18	2018/19	2017/18	2018/19
On-road	2,417	2,487	58.2%	58.0%
- Standard	278	300	6.7%	7.0%
- Sports	776	794	18.7%	18.5%
- Touring	77	92	1.9%	2.1%
- Cruiser	107	96	2.6%	2.2%
- Scooter	1,025	1,045	24.7%	24.4%
- Unknown	154	160	3.7%	3.7%
Off-road	775	759	18.7%	17.7%
- ATV	145	132	3.5%	3.1%
- Dirt	126	118	3.0%	2.8%
- Sport	291	300	7.0%	7.0%
- Mini	41	39	1.0%	0.9%
- Unknown	172	170	4.1%	4.0%
Unknown motorcycle	959	1,042	23.1%	24.3%
Total motorcycles	4,151	4,288	100.0%	100.0%

See notes 1 & 2 for further information.

- More than one in five (23%) of the short term motorcycles thefts in 2018/19 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 (57%) of the known motorcycle short term thefts in 2018/19.

- Honda and Kymco had the largest increase in motorcycle short term thefts up +117 thefts (+14%) and +46 thefts (+48%), while Yamaha and Triumph had the greatest reductions, down 49 thefts (-7%) and 19 thefts (-15%).

Table 14: Top motorcycle short term theft targets by make, 2017/18 and 2018/19

Ranking			Number of thefts		% of thefts	
2017/18	2018/19	Make	2017/18	2018/19	2017/18	2018/19
1	1	Honda	839	956	20.9%	23.0%
2	2	Yamaha	695	646	17.3%	15.5%
4	3	Kawasaki	367	391	9.1%	9.4%
3	4	Suzuki	376	383	9.3%	9.2%
5	5	KTM	219	238	5.4%	5.7%
6	6	SYM	147	179	3.7%	4.3%
10	7	Kymco	95	141	2.4%	3.4%
7	8	Piaggio	133	122	3.3%	2.9%
8	9	Triumph	125	106	3.1%	2.6%
11	10	Hyosung	94	104	2.3%	2.5%
9	11	Longjia	108	93	2.7%	2.2%
13	12	Harley Davidson	61	65	1.5%	1.6%
12	13	Aprilia	62	59	1.5%	1.4%
15	14	Husqvarna	52	51	1.3%	1.2%
15	15	TGB	52	48	1.3%	1.2%
14	16	Vespa	59	46	1.5%	1.1%
18	17	BMW	36	44	0.9%	1.1%
16	17	Ducati	47	44	1.2%	1.1%
19	18	CFMoto	31	42	0.8%	1.0%
18	19	Vmoto	36	39	0.9%	0.9%
17	19	Adly	40	39	1.0%	0.9%
18	20	Bolwell	36	34	0.9%	0.8%
20	21	Bollini	30	31	0.7%	0.7%
23	22	Polaris	17	19	0.4%	0.5%
25	23	Can-Am	13	13	0.3%	0.3%
24	23	PGO	15	13	0.4%	0.3%
22	24	Znen	18	12	0.4%	0.3%
21	24	Baotian	19	12	0.5%	0.3%
36	25	Thumpstar	2	9	0.0%	0.2%
27	25	Daelim	11	9	0.3%	0.2%
28	25	MV Agusta	10	9	0.2%	0.2%

See notes 1, 2 & 10 for further information.

Table 15: Top motorcycle short term theft targets by make and model, 2017/18 and 2018/19

Motorcycle Make and Model	Segment	Short term thefts	
		2017/18	2018/19
Suzuki DR-Z400 398cc MY00+	Off-road dirt	53	52
Honda CT110 105cc MY80_16	On-road standard	59	51
Kawasaki Ninja 300 296cc MY12_18	On-road sport	43	47
Honda CB125E 124cc MY12+	On-road standard	28	39
Yamaha WR450 449cc MY03+	Off-road sport	51	39
Hyosung GT650 647cc MY03_17	On-road sport	30	36
Yamaha YZF-R1 998cc MY98+	On-road sport	41	33
Honda CBR250R 249cc MY11_14	On-road sport	26	33
Piaggio Zip 50 50cc MY03+	On-road scooter	19	31
Honda Grom MSX125 124cc MY13+	On-road standard	9	31
Hyosung GT250 249cc MY02_14	On-road sport	41	30
Kawasaki Ninja 250R 249cc MY07_12	On-road sport	23	29
Yamaha YZF-R3 321cc MY15+	On-road sport	24	25
Suzuki GSX-R1000 999cc MY01+	On-road sport	23	24
Honda CBR500R 471cc MY13+	On-road sport	19	24
Suzuki GS500 487cc MY89_12	On-road standard	11	23
Yamaha YZF-R15 149cc MY11_17	On-road sport	29	23
Honda CBR300R 286cc MY13_18	On-road sport	11	23
Honda CBR600RR 599cc MY03+	On-road sport	18	20
SYM Orbit 125 124cc MY17_18	On-road scooter	5	20
Suzuki GSX-R600 599cc MY97+	On-road sport	13	19
Kawasaki KLX250 249cc MY93+	Off-road sport	4	17
Yamaha YZF-R6 599cc MY98+	On-road sport	26	17
Honda CBR1000RR 999cc MY04+	On-road sport	10	16
Yamaha WR250 249cc MY90+	Off-road sport	22	15
Yamaha Jog 49cc MY91_12	On-road scooter	14	12

See notes 1 & 2 for further information.

- Motorcycles with an engine cubic capacity of 251-750 cc comprised one quarter (25%) of short term thefts in 2018/19 (Table 16).

- The majority (85%) of motorcycles stolen for short term use in 2018/19 were registered (Table 17).

Table 16: Short term motorcycle thefts by engine capacity, 2017/18 and 2018/19

Engine capacity	Number of thefts		% of thefts	
	2017/18	2018/19	2017/18	2018/19
50 cc or less	553	566	13.3%	13.2%
51 - 100 cc	35	34	0.8%	0.8%
101 - 150 cc	519	547	12.5%	12.8%
151 - 200 cc	106	88	2.6%	2.1%
201 - 250 cc	484	467	11.7%	10.9%
251 - 500 cc	507	574	12.2%	13.4%
501 - 750 cc	500	490	12.0%	11.4%
751 - 1000 cc	251	238	6.0%	5.6%
1001 cc or more	140	119	3.4%	2.8%
Unknown motorcycle	1,056	1,165	25.4%	27.2%

See notes 1 & 2 for further information.

Table 17: Short term motorcycle thefts by registration status, 2017/18 and 2018/19

Registration Status	Number of thefts		% of thefts	
	2017/18	2018/19	2017/18	2018/19
Registered	3,450	3,643	83.1%	85.0%
Unregistered	701	645	16.9%	15.0%
Grand Total	4,151	4,288	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 15-24 years when comparing thefts in 2018/19 to those in 2014/15. (Figure 8).

• Almost three in five (58%) of the short term other vehicle thefts in 2018/19 were heavy trucks (Table 18).

• Tractors and excavators made up the greatest proportion of heavy plant and equipment thefts, with 19% and 16% respectively.

Figure 8: Short term other vehicle thefts by age of vehicle, 2014/15 and 2018/19
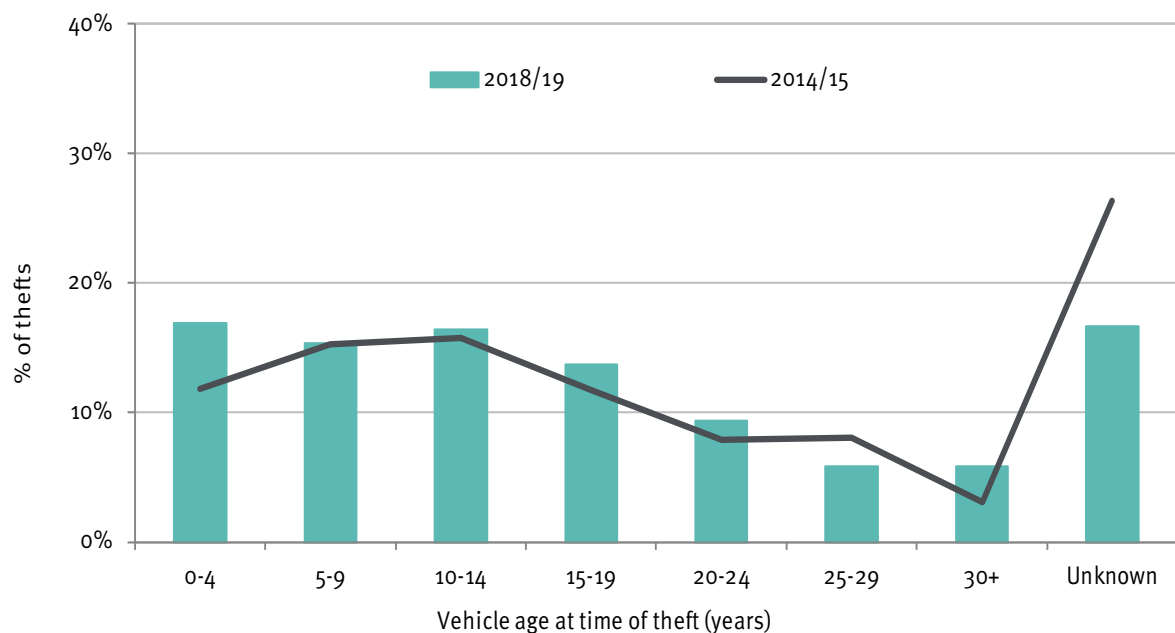
See notes 1 & 2 for further information.

**Table 18: Short term other vehicle theft by segment, 2017/18 and 2018/19**

Engine capacity	Number of thefts		% of thefts	
	2017/18	2018/19	2017/18	2018/19
Heavy plant and equipment	250	224	21.9%	19.2%
- Tractor	39	42	16%	19%
- Excavator	41	36	16%	16%
- Skidsteer	28	24	11%	11%
- Forklift	20	19	8%	8%
- Mower	6	8	2%	4%
- Loader	8	4	3%	2%
- Backhoe	4	3	2%	1%
- Bulldozer	4	2	2%	1%
- Roller	9	2	4%	1%
- Sweeper	1	1	0%	0%
- Crane	0	1	0%	0%
- Grader	3	1	1%	0%
- Unknown	87	81	35%	36%
- Subtotal: Heavy plant and equipment	250	224	100%	100%
Heavy truck	673	713	59.0%	61.0%
Heavy unknown	4	1	0.4%	0.1%
Bus	99	129	8.7%	11.0%
Other - not elsewhere classified	36	35	3.2%	3.0%
Unknown body type	79	66	6.9%	5.7%

See notes 1 & 2 for further information.

WHEN WERE THEY STOLEN?

- On average, there were 3,258 short term thefts per month across Australia in 2018/19. This included 2,804 PLC thefts, 357 motorcycles thefts and 97 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 2018/19 the highest number of thefts were recorded in March (3,633 thefts) and the lowest was in September (2,971).

Figure 9: Number of short term thefts by month stolen, 2014/15 to 2018/19
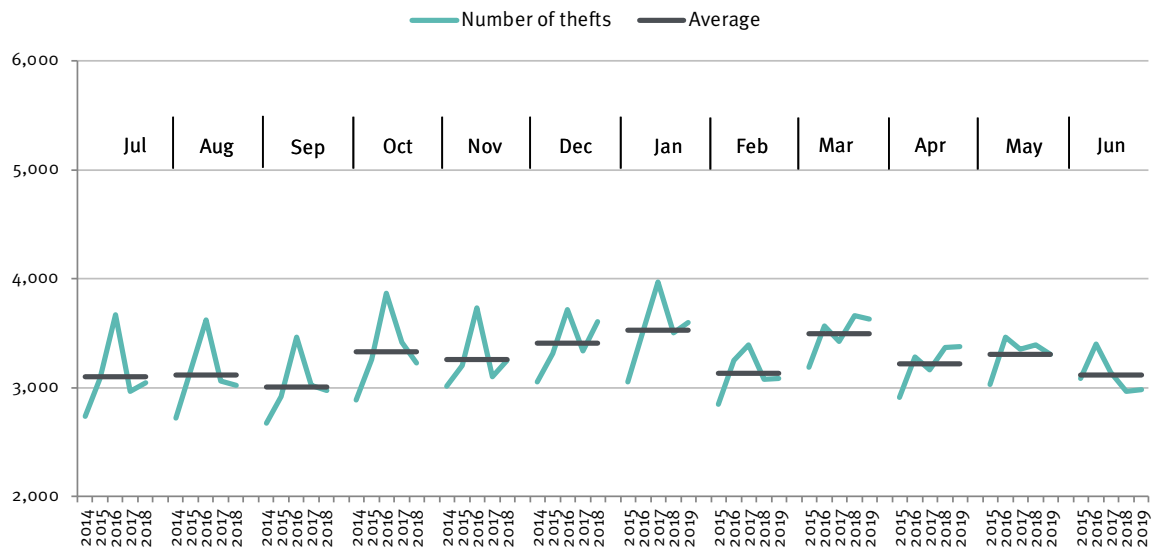
See note 1 for further information.

- Overall Fridays and Saturdays were the most popular days for short term thefts, each comprising 15% and 16% of thefts, respectively (Figure 10).

- Almost three in ten (28%) short term thefts occurred between 8 pm and midnight. A further 23% occurred between 4 pm and 7.59 pm (Figure 11).

Figure 10: Number of short term thefts by day of week, 2018/19
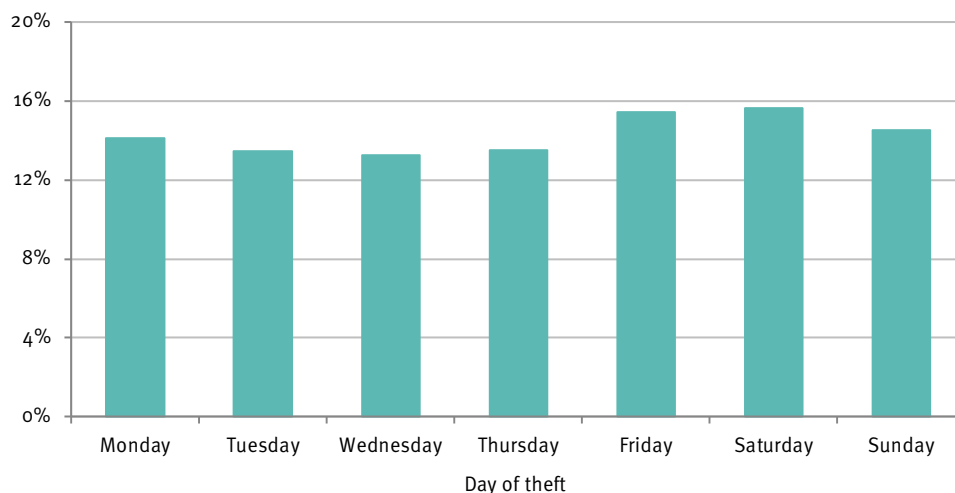
See note 1 for further information.

Figure 11: Number of short term thefts by time of day, 2018/19
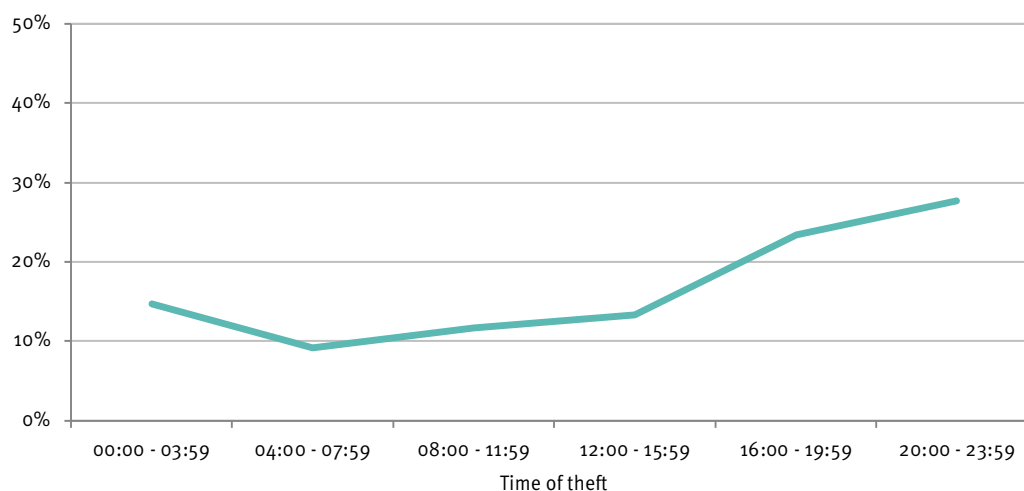
See notes 1 & 11 for further information.

- Almost one third (31%) 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 slightly faster than PLCs with 37% recovered within 24 hours of theft and 74% recovered within 7 days whereas motorcycles took slightly longer to be recovered with 57% after seven days and 66% after 14 days (Table 19).

Table 19: Time to recovery of short term thefts, 2018/19

Time interval between theft and recovery	Number of thefts	Cumulative % of recovered vehicles
Passenger and light commercials		
Less than 1 day	10,451	31.1%
1 day	4,287	43.8%
2 days	2,550	51.4%
3 days	1,796	56.7%
4 days	1,328	60.7%
5 days	1,103	63.9%
6 days	964	66.8%
7 days	744	69.0%
8 days	670	71.0%
9 days	568	72.7%
10 days	520	74.2%
11 days	434	75.5%
12 days	376	76.6%
13 days	390	77.8%
14 days	306	78.7%
15 to 30 days	3,007	87.7%
31 to 60 days	1,983	93.5%
61 to 90 days	883	96.2%
91 to 180 days	879	98.8%
181 to 365 days	313	99.7%
Unknown	96	100.0%
Motorcycles		
Less than 1 day	1,114	26.0%
1 day	419	35.8%
2 days	261	41.8%
3 days	181	46.1%
4 days	159	49.8%
5 days	115	52.4%
6 days	105	54.9%
7 days	75	56.6%
8 days	87	58.7%
9 days	70	60.3%
10 days	60	61.7%
11 days	71	63.4%
12 days	36	64.2%
13 days	48	65.3%
14 days	36	66.2%
15 to 30 days	478	77.3%
31 to 60 days	419	87.1%
61 to 90 days	199	91.7%
91 to 180 days	249	97.5%
181 to 365 days	89	99.6%
Unknown	17	100.0%

Table 19: Time to recovery of short term thefts, 2018/19 (cont.)

Time interval between theft and recovery	Number of thefts	Cumulative % of recovered vehicles
Other vehicles		
Less than 1 day	436	37.3%
1 day	133	48.7%
2 days	103	57.5%
3 days	61	62.8%
4 days	43	66.4%
5 days	44	70.2%
6 days	23	72.2%
7 days	17	73.6%
8 days	11	74.6%
9 days	16	75.9%
10 days	14	77.1%
11 days	8	77.8%
12 days	14	79.0%
13 days	10	79.9%
14 days	10	80.7%
15 to 30 days	86	88.1%
31 to 60 days	57	93.0%
61 to 90 days	24	95.0%
91 to 180 days	33	97.9%
181 to 365 days	20	99.6%
Unknown	5	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 (2,339 thefts) and the Gold Coast (1,452 thefts) (Table 20).

Table 20: Top 50 areas for short term thefts ranked by number of thefts, 2017/18 and 2018/19

State / Territory	LGA name	Number of thefts		Theft rate per 1,000 population	
		2017/18	2018/19	2017/18	2018/19
QLD	Brisbane (City)	2,091	2,339	1.73	1.90
QLD	Gold Coast (City)	1,434	1,452	2.43	2.39
QLD	Logan (City)	885	1,006	2.76	3.08
QLD	Moreton Bay (Regional Council)	620	927	1.38	2.02
ACT	Greater ACT	1,042	803	2.53	1.91
VIC	Hume (City)	762	721	3.54	3.21
QLD	Townsville (City)	617	684	3.20	3.52
VIC	Casey (City)	472	630	1.44	1.85
QLD	Cairns (Regional Council)	641	559	3.91	3.38
VIC	Greater Dandenong (City)	501	498	3.06	3.00
VIC	Whittlesea (City)	476	495	2.21	2.22
VIC	Darebin (City)	525	475	3.31	2.94
VIC	Moreland (City)	500	459	2.83	2.53
NSW	Central Coast (City)	461	448	1.36	1.31
QLD	Sunshine Coast (Regional Council)	451	446	1.45	1.39
NSW	Newcastle (City)	379	437	2.33	2.66
VIC	Melbourne (City)	440	426	2.76	2.51
WA	Stirling (City)	451	426	2.05	1.93
QLD	Ipswich (City)	397	410	1.92	1.92
VIC	Greater Geelong (City)	501	409	2.04	1.62
NSW	Blacktown (City)	541	407	1.51	1.11
QLD	Toowoomba (Regional Council)	324	406	1.95	2.42
VIC	Brimbank (City)	409	373	1.98	1.79
VIC	Ballarat (City)	292	329	2.77	3.07
SA	Salisbury (City)	328	318	2.32	2.23
VIC	Yarra (City)	303	317	3.16	3.22
NSW	Wollongong (City)	310	306	1.45	1.42
WA	Wanneroo (City)	285	301	1.43	1.48
QLD	MacKay (Regional Council)	324	298	2.78	2.56
NSW	Lake Macquarie (City)	319	288	1.57	1.41
NSW	Canterbury-Bankstown (Area)	359	281	0.97	0.75
NSW	Sydney (City)	300	275	1.29	1.14
VIC	Port Phillip (City)	333	270	3.01	2.39
WA	Swan (City)	287	270	2.05	1.88
VIC	Frankston (City)	213	269	1.51	1.90
NT	Darwin (City)	343	268	3.99	3.17
WA	Gosnells (City)	281	261	2.29	2.12
SA	Port Adelaide Enfield (City)	266	259	2.13	2.05
VIC	Wyndham (City)	275	244	1.14	0.96
VIC	Monash (City)	334	242	1.70	1.21
NSW	Liverpool (City)	249	240	1.14	1.07
VIC	Knox (City)	301	238	1.86	1.46
SA	Playford (City)	220	238	2.39	2.55
VIC	Kingston (City)	180	235	1.12	1.44
NSW	Penrith (City)	320	230	1.56	1.10
WA	Broome (Shire)	186	227	10.95	13.39
NSW	Fairfield (City)	228	226	1.09	1.07
SA	Charles Sturt (City)	194	224	1.67	1.91
WA	Rockingham (City)	229	220	1.75	1.65
VIC	Whitehorse (City)	242	220	1.40	1.25

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 (13.39 thefts per 1,000 population), the Town of Port Hedland (7.35) and the Town of Alice Springs (6.48) (Table 21).

Table 21: Top 50 areas for short term thefts ranked by theft rate per 1,000 population, 2017/18 and 2018/19

State / Territory	LGA name	Number of thefts		Theft rate per 1,000 population	
		2017/18	2018/19	2017/18	2018/19
WA	Broome (Shire)	186	227	10.95	13.39
WA	Port Hedland (Town)	76	110	5.08	7.35
NT	Alice Springs (Town)	166	172	6.25	6.48
WA	East Pilbara (Shire)	39	60	3.54	5.47
WA	Perth (City)	152	150	5.57	5.40
QLD	Mount Isa (City)	46	96	2.40	5.09
WA	Kalgoorlie-Boulder (City)	147	135	4.81	4.50
WA	Karratha (City)	85	98	3.83	4.37
SA	Adelaide (City)	74	107	3.05	4.32
NT	Katherine (Town)	27	45	2.55	4.24
WA	Belmont (City)	201	176	4.85	4.24
NSW	Orange (City)	110	161	2.65	3.83
NSW	Moree Plains (Area)	106	50	7.87	3.75
TAS	Brighton (Municipality)	54	62	3.18	3.59
QLD	Townsville (City)	617	684	3.20	3.52
NSW	Western Plains Regional (Area)	161	186	3.09	3.49
QLD	Cairns (Regional Council)	641	559	3.91	3.38
WA	Fremantle (City)	101	104	3.30	3.37
TAS	Glenorchy (City)	163	158	3.45	3.32
NSW	Kempsey (Area)	71	96	2.40	3.24
VIC	Yarra (City)	303	317	3.16	3.22
VIC	Hume (City)	762	721	3.54	3.21
NT	Darwin (City)	343	268	3.99	3.17
NSW	Wagga Wagga (City)	131	202	2.04	3.12
QLD	Logan (City)	885	1,006	2.76	3.08
VIC	Ballarat (City)	292	329	2.77	3.07
VIC	Greater Dandenong (City)	501	498	3.06	3.00
VIC	Darebin (City)	525	475	3.31	2.94
WA	Kwinana (City)	102	128	2.44	2.94
WA	Bunbury (City)	156	93	4.86	2.93
NT	Palmerston (City)	101	111	2.73	2.93
TAS	Launceston (City)	186	193	2.78	2.86
QLD	South Burnett (Regional Council)	73	91	2.24	2.80
VIC	Greater Shepparton (City)	149	183	2.27	2.77
WA	Victoria Park (Town)	130	101	3.56	2.76
WA	Bassendean (Town)	27	43	1.73	2.73
NSW	Newcastle (City)	379	437	2.33	2.66
QLD	MacKay (Regional Council)	324	298	2.78	2.56
SA	Playford (City)	220	238	2.39	2.55
NSW	Gunnedah (Area)	41	32	3.26	2.53
VIC	Moreland (City)	500	459	2.83	2.53
VIC	Melbourne (City)	440	426	2.76	2.51
QLD	Mareeba (Shire)	31	32	2.41	2.50
WA	Greater Geraldton (City)	111	96	2.84	2.48
WA	Bayswater (City)	164	167	2.39	2.45
QLD	Toowoomba (Regional Council)	324	406	1.95	2.42
NSW	Griffith (City)	44	65	1.65	2.42
VIC	Port Phillip (City)	333	270	3.01	2.39
QLD	Gold Coast (City)	1,434	1,452	2.43	2.39
NSW	Cessnock (City)	162	141	2.81	2.39

See notes 1, 3 & 13 for further information.

- The largest increase in short term thefts were recorded in the Regional Council of Moreton Bay, Queensland (+307 thefts), and the greatest reduction was seen in the City of Blacktown, New South Wales (-134 thefts) (Table 20).

Table 22: Top areas with the largest reduction and largest increase in short term thefts, by jurisdiction, 2018/19

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)**		
Belconnen Town Centre	-19	21	Fyshwick	+9	47
Kambah	-18	23	Griffith	+7	24
Bruce	-16	8	Watson	+6	13
NSW (LGA)			**NSW (LGA)**		
Blacktown (City)	-134	407	Wagga Wagga (City)	+71	202
Penrith (City)	-90	230	Newcastle (City)	+58	437
Canterbury-Bankstown (Area)	-78	281	Orange (City)	+51	161
NT (LGA)			**NT (LGA)**		
Darwin (City)	-75	268	Katherine (Town)	+18	45
East Arnhem (Regional Council)	-10	15	Palmerston (City)	+10	111
Litchfield (Municipality)	-7	34	Alice Springs (Town)	+6	172
QLD (LGA)			**QLD (LGA)**		
Cairns (Regional Council)	-82	559	Moreton Bay (Regional Council)	+307	927
MacKay (Regional Council)	-26	298	Brisbane (City)	+248	2,339
Scenic Rim (Regional Council)	-15	32	Logan (City)	+121	1,006
SA (LGA)			**SA (LGA)**		
West Torrens (City)	-17	89	Tea Tree Gully (City)	+36	113
Port Lincoln (City)	-16	15	Adelaide (City)	+33	107
			Charles Sturt (City)	+30	224
TAS (LGA)			**TAS (LGA)**		
Hobart (City)	-27	103	Clarence (City)	+33	135
Central Coast (Municipality)	-13	7	Kingborough (Municipality)	+29	38
George Town (Municipality)	-9	7	West Tamar (Municipality)	+11	25
VIC (LGA)			**VIC (LGA)**		
Greater Geelong (City)	-92	409	Casey (City)	+158	630
Monash (City)	-92	242	Frankston (City)	+56	269
Maribyrnong (City)	-69	214	Kingston (City)	+55	235
WA (LGA)			**WA (LGA)**		
Bunbury (City)	-63	93	Wyndham-East Kimberley (Shire)	+45	126
Armadale (City)	-43	156	Broome (Shire)	+41	227
Victoria Park (Town)	-29	101	Port Hedland (Town)	+34	110

See note 1 for further information.

- Three in every five (60%) short term passenger and light commercial thefts in 2018/19 were recovered within the same LGA as the theft. A further 29% were recovered in a different LGA but within the same jurisdiction and 2% were recovered interstate. In 10% of cases the information provided was insufficient to determine the LGA where the vehicle was recovered (Table 23).

Table 23: Short term passenger and light commercial thefts by recovery location for selected jurisdictions and body type, 2018/19

Theft and recovery locations	Number of thefts	% of thefts
Passenger and light commercials		
Theft recovered within the same LGA as the theft	11,569	59.5%
Theft recovered in a different LGA in the same state	5,702	29.3%
Theft recovered interstate	322	1.7%
Unknown	1,841	9.5%
Total	19,434	100.0%
Motorcycles		
Theft recovered within the same LGA as the theft	1,551	64.0%
Theft recovered in a different LGA in the same state	623	25.7%
Theft recovered interstate	7	0.3%
Unknown	242	10.0%
Total	2,423	100.0%
Other vehicles		
Theft recovered within the same LGA as the theft	396	60.4%
Theft recovered in a different LGA in the same state	177	27.0%
Theft recovered interstate	10	1.5%
Unknown	73	11.1%
Total	656	100.0%

See notes 1, 2 & 14 for further information.

- Drilling down further, 25% 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 (39%) and another 28% were recovered outside of the theft suburb but within 10 kms of the theft location.

- On average, vehicles stolen in metropolitan areas were recovered 18.9 kms away and 47.7 kms in non-metropolitan areas.

Table 24: Distance between short term passenger and light commercial thefts and recoveries for selected jurisdictions, 2018/19

Distance between thefts and recovery	Number of thefts	% of thefts
Passenger and light commercials		
Same suburb	5,068	25.1%
› 0 to ‹ 5 kms	3,661	18.1%
5 to ‹ 10 kms	2,868	14.2%
10 to ‹ 25 kms	3,492	17.3%
25 to ‹ 50 kms	1,619	8.0%
50 to ‹ 100 kms	893	4.4%
100 to ‹ 250 kms	552	2.7%
250 kms+	567	2.8%
Unknown	1,460	7.2%
Grand Total	20,180	100.0%
Motorcycles		
Same suburb	974	39.4%
› 0 to ‹ 5 kms	392	15.9%
5 to ‹ 10 kms	304	12.3%
10 to ‹ 25 kms	311	12.6%
25 to ‹ 50 kms	153	6.2%
50 to ‹ 100 kms	82	3.3%
100 to ‹ 250 kms	23	0.9%
250 kms+	24	1.0%
Unknown	208	8.4%
Grand Total	2,471	100.0%
Other vehicles		
Same suburb	230	34.1%
› 0 to ‹ 5 kms	87	12.9%
5 to ‹ 10 kms	73	10.8%
10 to ‹ 25 kms	117	17.4%
25 to ‹ 50 kms	49	7.3%
50 to ‹ 100 kms	21	3.1%
100 to ‹ 250 kms	20	3.0%
250 kms+	20	3.0%
Unknown	57	8.5%
Grand Total	674	100.0%

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

- In 2018/19, more than half (56%) of all short term thefts occurred at a residential location (e.g. dwelling or residential shed/garage). The second most popular type of location was the street with 22% of thefts (Table 25).
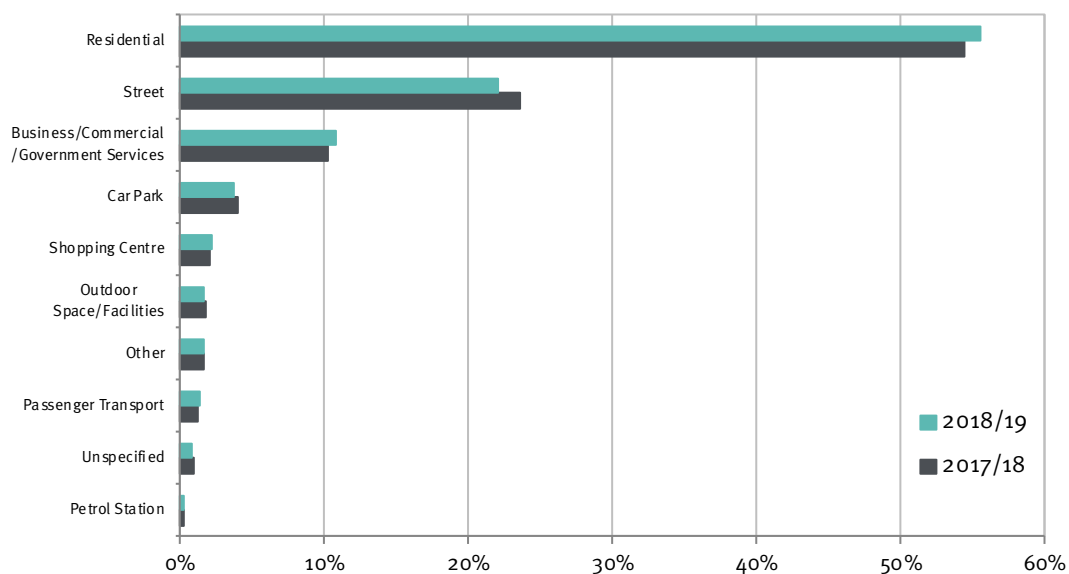
Table 25: Short term thefts by type of location, 2018/19

Type of theft location	Number of thefts	% of thefts
Residential	19,101	55.6%
Street	7,569	22.0%
Business/Commercial/Government Services	3,720	10.8%
Car Park	1,275	3.7%
Shopping Centre	767	2.2%
Outdoor Space/Facilities	574	1.7%
Other	551	1.6%
Passenger Transport	469	1.4%
Unspecified	266	0.8%
Petrol Station	80	0.2%
Grand Total	34,372	100.0%

See notes 1 & 4 for further information.

- Compared to 2017/18 there has been a slight increase in thefts from a residential location, with 56% of thefts in 2018/19 compared to 54% in 2017/18 (Figure 12).

- The 2018/19 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).
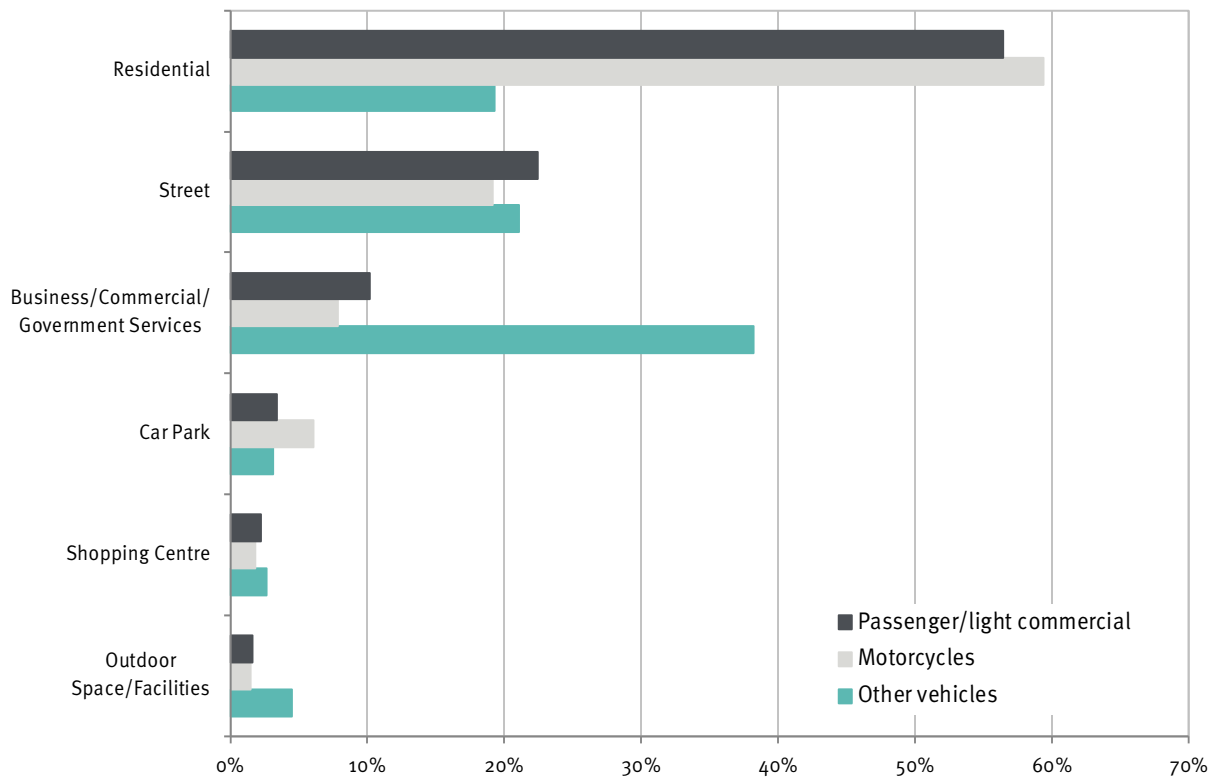
Figure 12: Short term thefts by top location types, 2017/18 and 2018/19

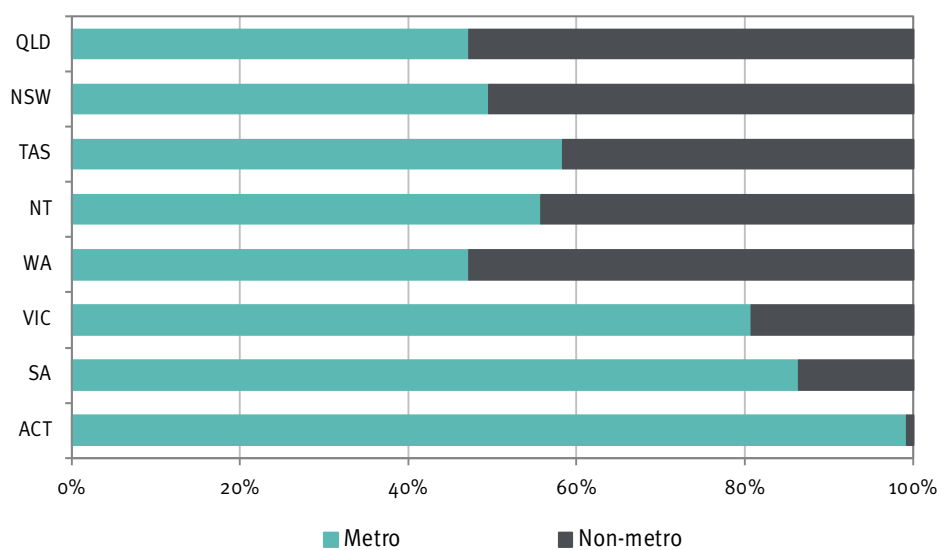See notes 1 & 4 for further information.

Figure 13: Short term thefts by top location types and vehicle types, 2018/19

See notes 1 & 4 for further information.

Figure 14: Proportion of short term thefts by area type and jurisdiction, 2018/19

See note 1 for further information.

PROFIT MOTIVATED VEHICLE THEFT

TRENDS

- There were 16,189 profit motivated thefts recorded in 2018/19. After adjusting for late recoveries, the total (15,567 thefts) increased by 13% from the 13,792 recorded in the previous financial year (Table 26).

- When compared to 2017/18, Western Australia (-20 thefts) had the only reduction in profit motivated thefts.

- In the remaining jurisdictions there were increases with the largest number increase occuring in Queensland (+504 thefts, 22%) followed by New South Wales (+492 thefts, +14%) and Victoria (476 thefts, +11%). Smaller increases were seen in South Australia, Tasmania and Northern Territory.

- When analysed by body type profit motivated theft of PLCs increased +15% , motorcycles increased +10% while other vehicles had a +6% increase.

- Queensland's overall increase comprised a increase of 339 profit motivated PLC thefts, an increase of 127 profit motivated motorcycles thefts and an increase of 38 other vehicles.

- PLC vehicles accounted for 90% of Australia's registrations but only 63% 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 2018/19 (Table 27).

- Motorcycle theft is particularly high in both Western Australia and the Northern Territory where they each represent 45% and 49% of all profit motivated thefts, respectively.

- A 21% increase in profit motivated thefts of other vehicles was recorded in New South Wales (47 thefts) in 2017/18.

- Australia's yearly profit motivated theft rate equates to 0.78 thefts per 1,000 registered vehicles or 0.62 thefts per 1,000 population in 2017/18. This compares to 0.82 thefts per 1,000 registered vehicles or 0.64 thefts per 1,000 population in 2014/15 (Table 28).

- The estimated value of profit motivated PLC stolen in 2018/19 was $112.8 million, up from the $83.9 million in 2017/18.

*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, 2017/18 and 2018/19*

Passenger/light commercials	ACT	NSW	NT	QLD	SA	TAS	VIC	WA	AUS
Thefts in 2018/19	148	2,696	56	1,780	724	185	3,458	1,144	10,191
Thefts in 2018/19 adjusted for late recoveries	141	2,558	54	1,666	691	168	3,404	1,105	9,787
Thefts in 2017/18	138	2,276	43	1,327	543	134	2,908	1,141	8,510
% Change**	**	12.4%	**	25.5%	27.3%	**	17.1%	-3.2%	15.0%
2018/19 theft rate per 1,000 registrations*	0.49	0.49	0.38	0.43	0.51	0.39	0.72	0.54	0.54
2018/19 theft rate per 1,000 population*	0.33	0.32	0.22	0.33	0.40	0.32	0.52	0.42	0.39
Motorcycles	ACT	NSW	NT	QLD	SA	TAS	VIC	WA	AUS
Thefts in 2018/19	56	1,168	55	955	356	59	1,299	1,025	4,973
Thefts in 2018/19 adjusted for late recoveries	53	1,109	55	897	341	54	1,267	993	4,769
Thefts in 2017/18	61	946	34	770	271	37	1,248	959	4,326
% Change**	**	17.2%	**	16.5%	25.8%	**	1.5%	3.5%	10.2%
2018/19 theft rate per 1,000 registrations*	4.05	4.47	8.58	4.08	5.74	2.42	5.86	7.84	5.23
2018/19 theft rate per 1,000 population*	0.13	0.14	0.22	0.18	0.20	0.10	0.19	0.38	0.19
Other vehicles	ACT	NSW	NT	QLD	SA	TAS	VIC	WA	AUS
Thefts in 2018/19	14	281	4	250	42	48	268	118	1,025
Thefts in 2018/19 adjusted for late recoveries	14	276	4	243	42	48	266	118	1,011
Thefts in 2017/18	9	229	2	205	33	37	305	136	956
% Change**	**	20.5%	**	18.5%	27.3%	**	-12.8%	-13.2%	5.8%
2018/19 theft rate per 1,000 registrations*	3.09	1.32	0.34	0.87	0.39	1.60	0.98	0.79	0.95
2018/19 theft rate per 1,000 population*	0.03	0.03	0.02	0.05	0.02	0.09	0.04	0.05	0.04
All vehicles	ACT	NSW	NT	QLD	SA	TAS	VIC	WA	AUS
Thefts in 2018/19	218	4,145	115	2,985	1,122	292	5,025	2,287	16,189
Thefts in 2018/19 adjusted for late recoveries	208	3,943	113	2,806	1,074	270	4,937	2,216	15,567
Thefts in 2017/18	208	3,451	79	2,302	847	208	4,461	2,236	13,792
% Change**	**	14.3%	**	21.9%	26.8%	**	10.7%	-0.9%	12.9%
2018/19 theft rate per 1,000 registrations*	0.68	0.69	0.70	0.64	0.71	0.56	0.95	0.96	0.78
2018/19 theft rate per 1,000 population*	0.49	0.49	0.46	0.56	0.62	0.51	0.76	0.85	0.62

* 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, 2018/19*

	ACT	NSW	NT	QLD	SA	TAS	VIC	WA	AUS
Passenger/light commercials									
Number of thefts	141	2,558	54	1,666	691	168	3,404	1,105	9,787
% of all thefts	67.8%	64.9%	47.8%	59.4%	64.3%	62.2%	68.9%	49.9%	62.9%
Number registered	289,306	5,236,812	143,173	3,853,029	1,353,672	427,804	4,727,785	2,028,406	18,059,987
% of total registrations	94.3%	92.0%	88.7%	88.5%	89.0%	89.1%	90.6%	88.0%	90.1%
Motorcycle									
Number of thefts	53	1,109	55	897	341	54	1,267	993	4,769
% of all thefts	25.5%	28.1%	48.7%	32.0%	31.8%	20.0%	25.7%	44.8%	30.6%
Number registered	13,077	248,005	6,413	220,005	59,363	22,296	216,385	126,711	912,255
% of total registrations	4.3%	4.4%	4.0%	5.1%	3.9%	4.6%	4.1%	5.5%	4.6%
Other vehicles									
Number of thefts	14	276	4	243	42	48	266	118	1,011
% of all thefts	6.7%	7.0%	3.5%	8.7%	3.9%	17.8%	5.4%	5.3%	6.5%
Number registered	4,525	208,746	11,880	280,505	107,697	29,936	271,659	148,929	1,063,877
% of total registrations	1.5%	3.7%	7.4%	6.4%	7.1%	6.2%	5.2%	6.5%	5.3%
All vehicles									
Number of thefts	208	3,943	113	2,806	1,074	270	4,937	2,216	15,567
Number registered	306,908	5,693,563	161,466	4,353,539	1,520,732	480,036	5,215,829	2,304,046	20,036,119

* The 2018/19 rates used in this table have been adjusted for late recoveries
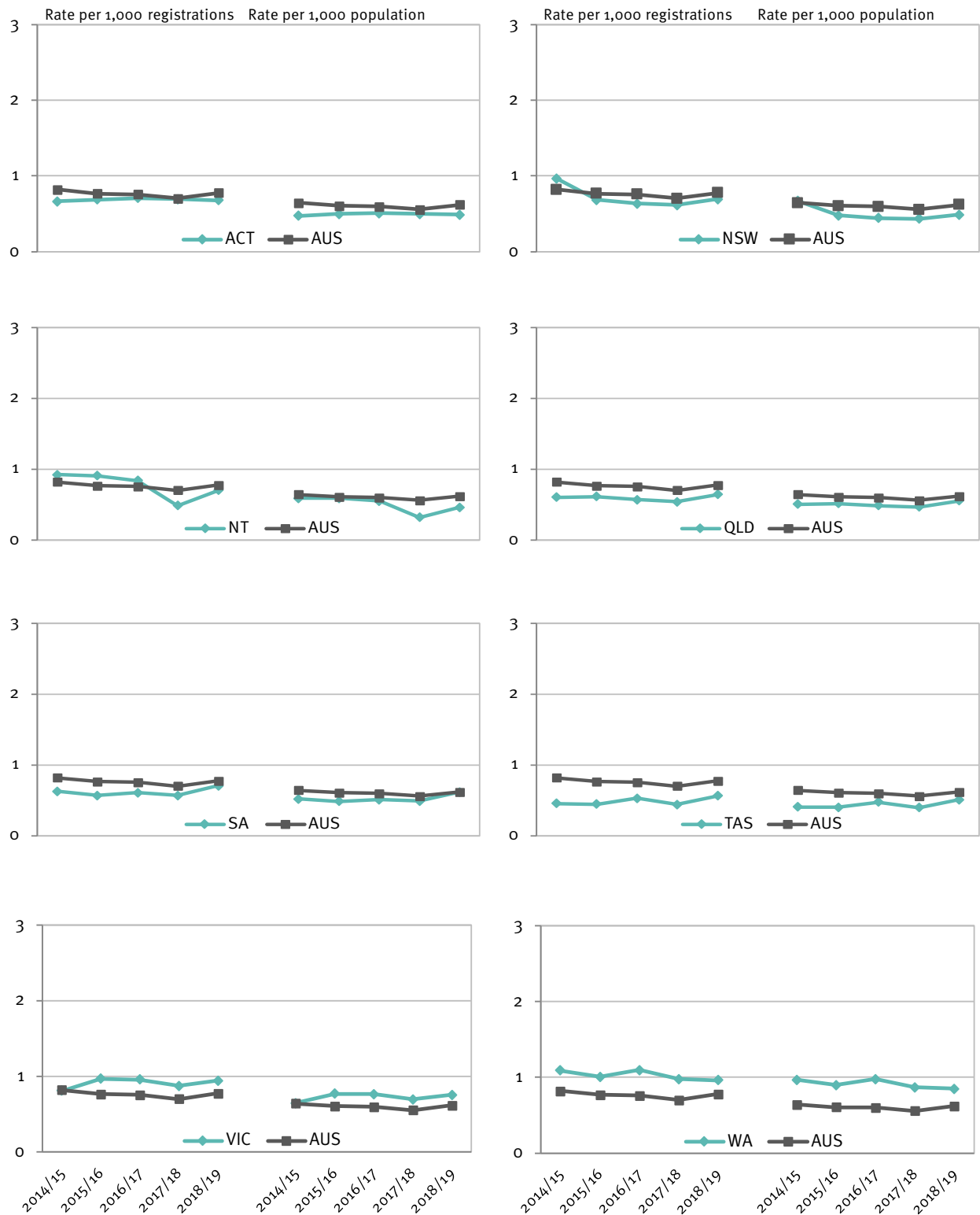
See notes 1, 2, & 5 for further information

Table 28: Profit motivated theft rate per 1,000 registrations and per 1,000 population by jurisdiction, 2014/15 to 2018/19*

Theft rate per 1,000 registrations	ACT	NSW	NT	QLD	SA	TAS	VIC	WA	AUS
2014/2015	0.66	0.97	0.92	0.60	0.63	0.46	0.81	1.09	0.82
2015/2016	0.69	0.68	0.91	0.61	0.57	0.45	0.97	1.01	0.77
2016/2017	0.71	0.63	0.84	0.57	0.61	0.53	0.96	1.10	0.76
2017/2018	0.69	0.62	0.49	0.54	0.57	0.44	0.87	0.98	0.70
2018/2019*	0.68	0.69	0.70	0.64	0.71	0.56	0.95	0.96	0.78

Theft rate per 1,000 population	ACT	NSW	NT	QLD	SA	TAS	VIC	WA	AUS
2014/2015	0.47	0.67	0.59	0.51	0.52	0.41	0.65	0.97	0.64
2015/2016	0.50	0.48	0.59	0.52	0.48	0.40	0.77	0.90	0.61
2016/2017	0.51	0.45	0.55	0.48	0.51	0.48	0.77	0.98	0.60
2017/2018	0.50	0.44	0.32	0.46	0.49	0.40	0.70	0.87	0.56
2018/2019*	0.49	0.49	0.46	0.56	0.62	0.51	0.76	0.85	0.62

* 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, 2014/15 to 2018/19*

* 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?

- Three quarters (75%) of profit motivated PLC thefts in 2018/19 were manufactured in the 2000s and 2010s (Table 29).

- Overall motorcycles recorded a low mean age of 9.4 years in comparison to the mean age of 14.0 years for PLC vehicles and 13.8 years for other vehicles stolen during 2018/19 .

- The peak decade of manufacture for profit motivated thefts of all vehicle types was the 2000s, accounting for 39% of thefts.

Table 29: Profit motivated thefts by decade of manufacture, 2018/19

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	43	0.4%	0.6%	0.38
1970s	110	1.1%	0.7%	0.85
1980s	304	3.0%	1.1%	1.48
1990s	1,816	17.8%	8.1%	1.23
2000s	4,813	47.2%	37.5%	0.71
2010s	2,858	28.0%	51.8%	0.31
Unknown	247	2.4%	0.1%	13.10
Total	10,191	100.0%	100.0%	0.56
Motorcycles				
‹1970	10	0.2%	0.2%	1.11
1970s	20	0.4%	0.4%	1.42
1980s	82	1.6%	1.6%	3.07
1990s	210	4.2%	4.2%	2.74
2000s	1,318	26.5%	26.5%	4.08
2010s	2,081	41.8%	41.8%	4.55
Unknown	1,252	25.2%	25.2%	233.41
Total	4,973	100.0%	100.0%	5.45
Other vehicles				
‹1970	3	0.3%	1.7%	0.16
1970s	10	1.0%	3.6%	0.26
1980s	50	4.9%	9.0%	0.52
1990s	100	9.8%	14.6%	0.64
2000s	212	20.7%	32.9%	0.61
2010s	241	23.5%	37.4%	0.61
Unknown	409	39.9%	100.0%	52.92
Total	1,025	100.0%	5.3%	0.96

See notes 1, 2 & 3 for further information

- Motorcycle theft targets were predominately younger than PLC theft targets (42% versus 28% manufactured 2010 onwards, respectively) (Figure 16).

Figure 16: Profit motivated thefts by vehicle type and decade of manufacture, 2018/19
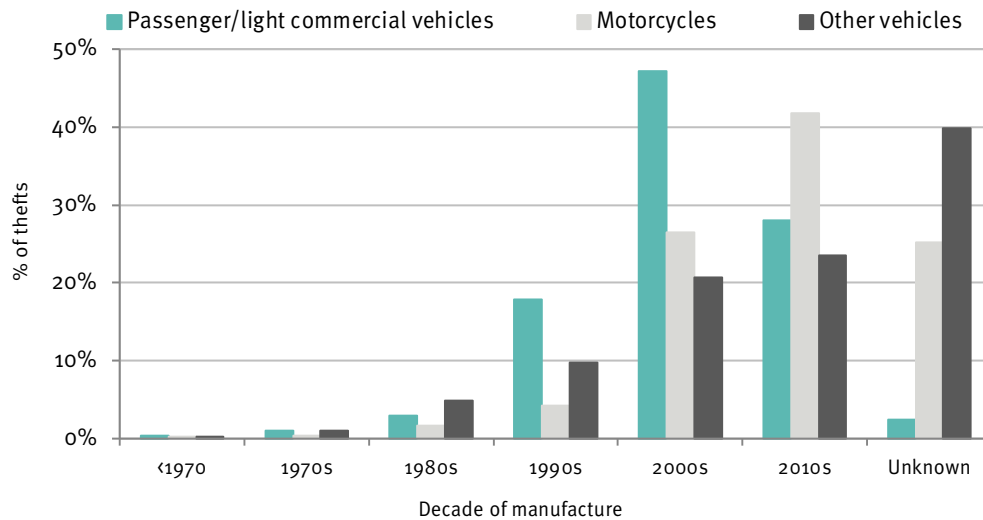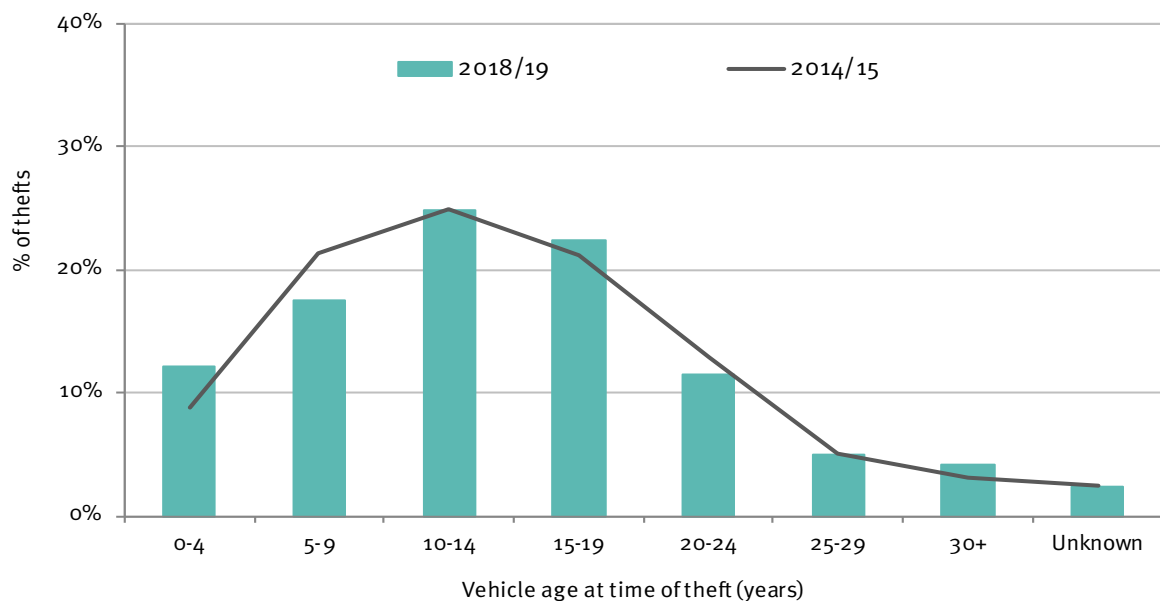

See notes 1 & 2 for further information

PASSENGER AND LIGHT COMMERCIAL VEHICLES

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

Figure 17: Profit motivated passenger and light commercial thefts by age of vehicle, 2014/15 and 2018/19

See notes 1 & 2 for further information

- One twelveth (8%) of the registered PLC fleet do not have an immobiliser. However, they accounted for one fifth (20%) of profit motivated PLC thefts in 2018/19 (Table 30).

- Tasmania had the highest percentage of the registered PLC fleet which do not have an immobiliser (18%), followed by South Australia (12%). 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, 2018/19

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	73.6%	270,229	93.4%	0.40
Non-Australian Standard	2	1.4%	2,093	0.7%	0.96
No Immobiliser	37	25.0%	16,984	5.9%	2.18
NSW					
Australian Standard	2,131	79.0%	4,813,419	91.9%	0.44
Non-Australian Standard	50	1.9%	42,778	0.8%	1.17
No Immobiliser	515	19.1%	380,615	7.3%	1.35
NT					
Australian Standard	38	67.9%	126,778	88.5%	0.30
Non-Australian Standard	-	0.0%	917	0.6%	0.00
No Immobiliser	18	32.1%	15,478	10.8%	1.16
QLD					
Australian Standard	1,371	77.0%	3,399,076	88.2%	0.40
Non-Australian Standard	31	1.7%	34,843	0.9%	0.89
No Immobiliser	378	21.2%	419,110	10.9%	0.90
SA					
Australian Standard	505	69.8%	1,172,507	86.6%	0.43
Non-Australian Standard	36	5.0%	22,075	1.6%	1.63
No Immobiliser	183	25.3%	159,090	11.8%	1.15
TAS					
Australian Standard	91	49.2%	345,847	80.8%	0.26
Non-Australian Standard	1	0.5%	6,308	1.5%	0.16
No Immobiliser	93	50.3%	75,649	17.7%	1.23
VIC					
Australian Standard	2,669	77.2%	4,314,686	91.3%	0.62
Non-Australian Standard	75	2.2%	60,740	1.3%	1.23
No Immobiliser	714	20.6%	352,359	7.5%	2.03
WA					
Australian Standard	972	85.0%	1,928,586	95.1%	0.50
Non-Australian Standard	33	2.9%	20,293	1.0%	1.63
No Immobiliser	139	12.2%	79,527	3.9%	1.75
Australia					
Australian Standard	7,886	77.4%	16,371,128	90.6%	0.48
Non-Australian Standard	228	2.2%	190,047	1.1%	1.20
No Immobiliser	2,077	20.4%	1,498,812	8.3%	1.39

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

- The Holden Commodore VE MY06_13, the top profit motivated PLC theft target during the 2018/19 financial year with 285 thefts . The Toyota Hilux MY05_11 was in second place with 181 thefts followed by the Holden Commodore VY MY02-04 (145 thefts) (Table 31).

- With an estimated value of $9,072 for each Holden Commodore VE MY06_13, the total value of thefts of this one model was approximately $2.6 million in 2018/19.

- The top ten profit motivated PLC theft targets in 2018/19 accounted for 15% of PLC thefts and were collectively valued at almost $14.5 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, 2018/19

Ranking			Number of thefts		Sum of Glass's Guide value estimate	
2017/18	2018/19	Make Model Series Year Range	2017/18	2018/19	2017/18	2018/19
1	1	Holden Commodore VE MY06_13	185	285	$1,872,885	$2,585,445
2	2	Toyota Hilux MY05_11	154	181	$1,857,572	$1,943,484
9	3	Holden Commodore VY MY02_04	111	145	$551,906	$675,160
8	4	Nissan Patrol GU MY97+	112	144	$1,428,088	$2,124,328
4	5	Nissan Navara D40 MY05_15	131	141	$1,987,879	$1,962,223
7	6	Toyota Hilux MY12_15	114	137	$2,877,115	$3,151,762
5	6	Holden Commodore VX MY00_02	126	137	$501,884	$525,239
6	7	Holden Commodore VZ MY04_06	122	125	$703,598	$666,012
3	8	Ford Falcon BA MY02_05	132	111	$665,998	$538,868
7	9	Holden Commodore VT MY97_00	114	109	$389,651	$374,768
10	10	Toyota Hilux MY98_04	104	108	$480,696	$475,506
11	11	Toyota Landcruiser 80 Series MY90_98	96	98	$690,929	$719,181
12	12	Nissan Pulsar N15 MY95_00	78	93	$142,300	$167,851
20	13	Toyota Hilux MY89_97	55	92	$167,442	$279,467
16	14	Nissan Patrol Ute GU MY97+	66	88	$816,116	$1,046,208
14	15	Nissan Navara D22 MY01_15	70	83	$667,093	$618,307
15	16	Holden Astra TS MY99_05	69	79	$159,456	$167,849
15	17	Toyota Landcruiser 100 Series MY98_07	69	78	$945,228	$1,025,030
18	18	Nissan Patrol GQ MY88_97	62	75	$331,852	$409,116
15	19	Ford Falcon FG MY08_14	69	72	$844,329	$770,340
17	19	Ford Falcon AU MY98_02	64	72	$309,724	$370,480
27	20	Ford Ranger PX MY11+	37	71	$1,104,154	$2,127,355
21	21	Holden Captiva CG MY06+	52	64	$608,926	$689,733
40	22	Toyota Hilux MY15+	22	62	$816,110	$2,286,147
21	22	Toyota Hiace MY90_04	52	62	$247,984	$297,741
30	23	Toyota Landcruiser Ute 70 SERIES MY07+	34	55	$1,078,289	$1,927,274
31	24	Toyota Hiace MY05_19	32	52	$879,622	$1,144,586
28	24	Mazda 3 BK MY04_09	36	52	$157,713	$193,933
29	25	Mitsubishi Triton MN MY09_15	35	51	$586,634	$796,537
13	25	Ford Falcon BF MY05_08	74	51	$490,872	$312,147
19	26	Mitsubishi Lancer CE MY96_04	57	50	$106,835	$93,009
35	27	Toyota Corolla ZRE182R MY12_18	27	49	$526,531	$954,460
20	27	Holden Rodeo RA MY03_08	55	49	$355,305	$259,431
33	27	Hyundai Getz TB MY02_11	30	49	$90,782	$134,697
23	28	Ford Territory SY MY05_11	42	48	$357,221	$281,504
31	28	Holden Cruze JH MY11_16	32	48	$401,967	$488,805
29	28	Holden Astra AH MY04_10	35	48	$167,780	$207,575
16	28	Holden Commodore Ute VE MY07_13	66	48	$1,006,232	$581,405
24	28	Ford Falcon Ute BA MY02_05	41	48	$173,961	$190,667
21	29	Holden Commodore VF MY13_17	52	46	$1,662,407	$1,290,068
26	30	Toyota Landcruiser Ute 70 Series MY99_07	38	44	$437,058	$499,498
35	30	Mitsubishi Triton MK MY96_06	27	44	$123,339	$183,072

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 (21%) (Table 32).

- Large passenger vehicles comprised 9% of registrations and 18% of all profit motivated PLC thefts in 2018/19. Both the proportion of registrations and profit motivated thefts of large passenger vehicles have reduced when compared to five years ago, accounting for 14% and 23%, respectively (Figure 18).

- Compared to 2014/15, the proportion of SUVs as profit motivated theft targets have increased while the proportion of large passenger vehicles has decreased. Profit motivated thefts of small passenger vehicles, medium passenger vehicles, light commercial utilities & 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, 2018/19

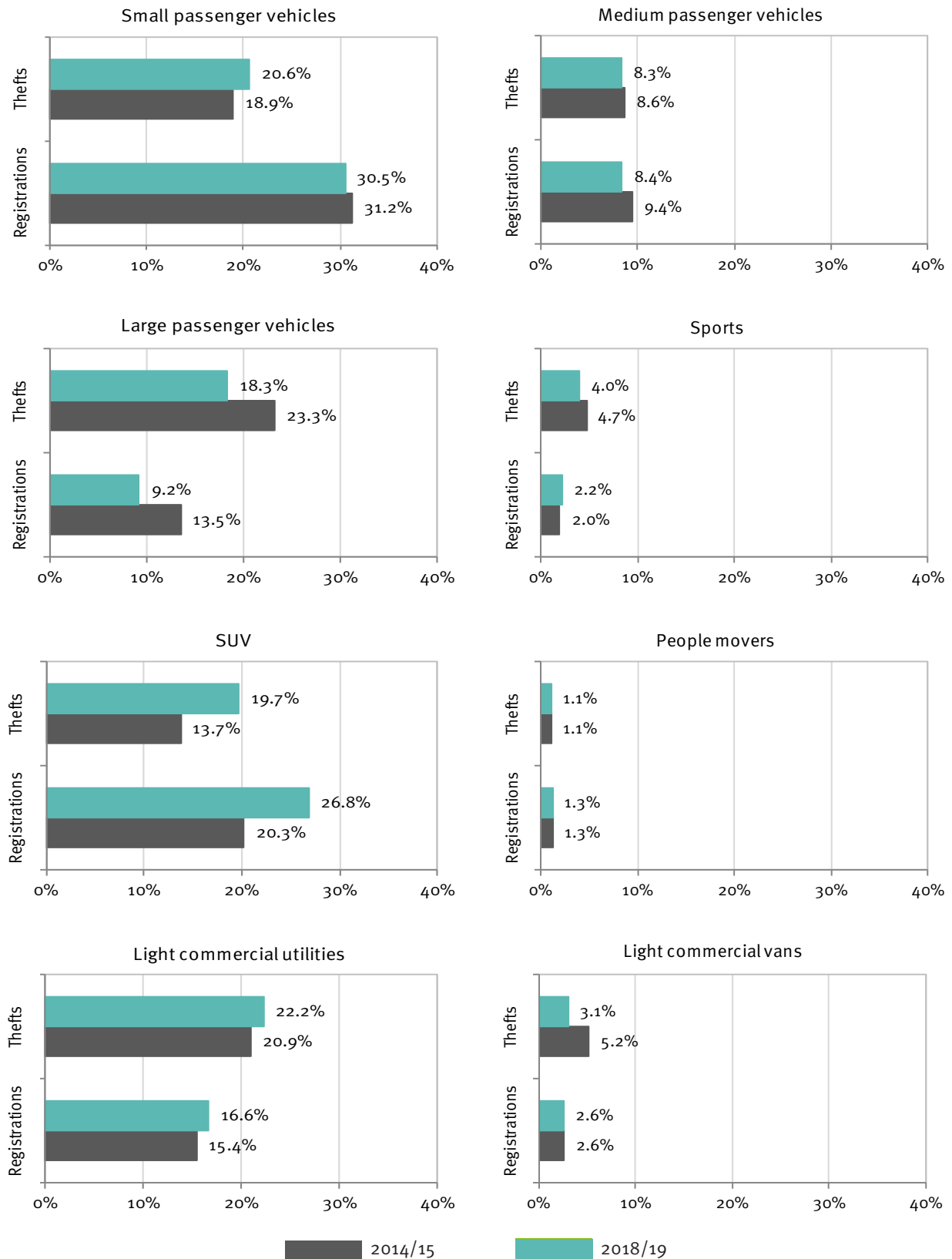| Vehicle value categories	Number of thefts in past 12 months	% of thefts in past 12 months	Total estimated Glass's guide value	% of total estimated Glass's guide values
› $0 to ‹ $5,000	4,564	44.8%	$12,603,610	11.2%
$5,000 to ‹ $10,000	2,358	23.1%	$16,184,302	14.3%
$10,000 to ‹ $20,000	1,636	16.1%	$23,657,624	21.0%
$20,000 to ‹ $30,000	825	8.1%	$20,117,739	17.8%
$30,000 to ‹ $50,000	582	5.7%	$21,999,375	19.5%
$50,000+	226	2.2%	$18,270,919	16.2%
Grand total	10,191	100.0%	$112,833,569	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, 2017/18 and 2018/19

Vehicle segment	Number of thefts		% of thefts		Theft rate per 1,000 registrations	
	2017/18	2018/19	2017/18	2018/19	2017/18	2018/19
Small passenger	1,786	2,098	21.0%	20.6%	0.33	0.38
Medium passenger	685	849	8.0%	8.3%	0.44	0.56
Large passenger	1,755	1,866	20.6%	18.3%	0.96	1.12
Sports	349	406	4.1%	4.0%	0.90	1.01
SUV	1,460	2,006	17.2%	19.7%	0.33	0.41
People mover	97	112	1.1%	1.1%	0.41	0.47
Light commercial utility	1,833	2,266	21.5%	22.2%	0.64	0.76
Light commercial van	264	319	3.1%	3.1%	0.58	0.68
Motor home	10	13	0.1%	0.1%	0.39	0.49
Unknown passenger	271	256	3.2%	2.5%	0.61	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, 2014/15 and 2018/19

Small passenger vehicles

Thefts	20.6% / 18.9%
Registrations	30.5% / 31.2%

Medium passenger vehicles

Thefts	8.3% / 8.6%
Registrations	8.4% / 9.4%

Large passenger vehicles

Thefts	18.3% / 23.3%
Registrations	9.2% / 13.5%

Sports

Thefts	4.0% / 4.7%
Registrations	2.2% / 2.0%

SUV

Thefts	19.7% / 13.7%
Registrations	26.8% / 20.3%

People movers

Thefts	1.1% / 1.1%
Registrations	1.3% / 1.3%

Light commercial utilities

Thefts	22.2% / 20.9%
Registrations	16.6% / 15.4%

Light commercial vans

Thefts	3.1% / 5.2%
Registrations	2.6% / 2.6%

2014/15   2018/19

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 2018/19 with 93 thefts up 15 thefts 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 32 thefts when compared to 2017/18.

- In the large passenger vehicle category, the top profit motivated theft target, the Holden Commodore VE MY06-13 increased by 100 thefts to 285 profit motivated thefts when compared to the previous financial year.

Table 34: Top passenger/light commercial vehicle targets for profit motivated thefts, 2017/18 and 2018/19

Segment / Make Model Series	Number of thefts	
	2017/18	2018/19
Small passenger		
Nissan Pulsar N15 MY95_00	78	93
Holden Astra TS MY99_05	69	79
Mazda 3 BK MY04_09	36	52
Medium passenger		
Toyota Camry SXV20R MY97_02	52	43
Mazda 6 GG MY02_08	17	40
Toyota Camry ACV36R MY02_06	23	36
Large passenger		
Holden Commodore VE MY06_13	185	285
Holden Commodore VY MY02_04	111	145
Holden Commodore VX MY00_02	126	137
Sports		
HSV GTS VE MY06_12	18	24
HSV Clubsport VE MY07_13	16	18
HSV GTS VF MY13_17	4	12
SUV		
Nissan Patrol GU MY97+	112	144
Toyota Landcruiser 80 Series MY90_98	96	98
Toyota Landcruiser 100 Series MY98_07	69	78
People mover		
Kia Carnival KV MY03_06	8	12
Kia Grand Carnival VQ MY06_15	5	9
Toyota Estima MY00_06	2	9
Light commercial utility		
Toyota Hilux MY05_11	154	181
Nissan Navara D40 MY05_15	131	141
Toyota Hilux MY12_15	114	137
Light commercial van		
Toyota Hiace MY90_04	52	62
Toyota Hiace MY05_19	32	51
Mitsubishi Express SJ MY94_14	20	23

See notes 1 & 2 for further information

MOTORCYCLES

- The propotion of profit motivated thefts of motorcycles aged 0-9 years decreased in 2018/19 compared to five years ago. In contrast the proportion of 10-24 year old motorcycles stolen for profit increased compared to five years ago.

Figure 19: Profit motivated motorcycle thefts by age of vehicle, 2014/15 and 2018/19
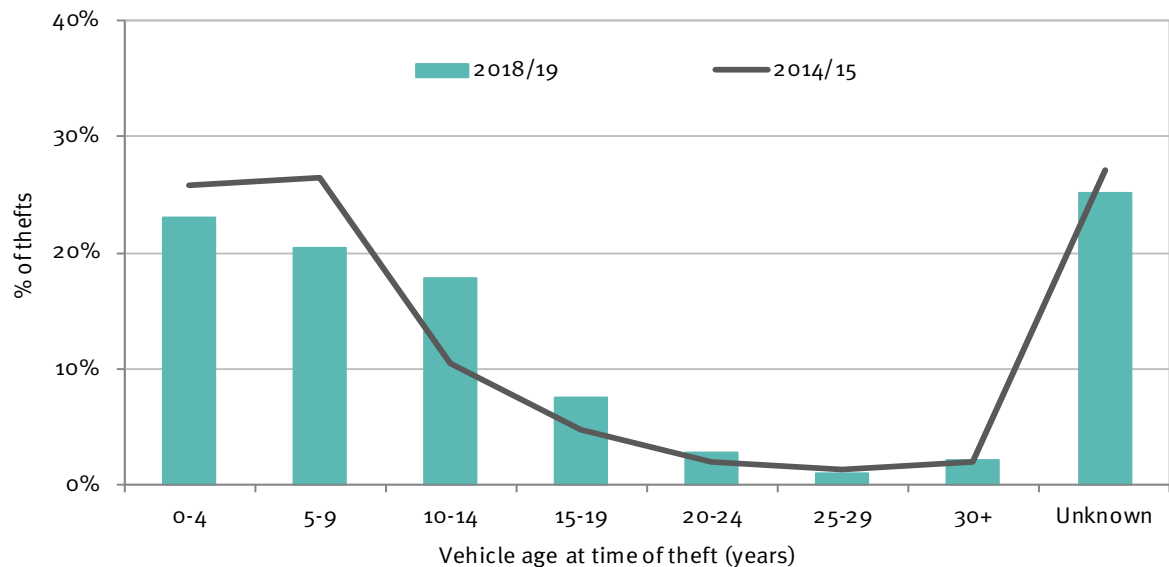
See notes 1 & 2 for further information.

Table 35: Profit motivated motorcycle thefts by market segment, 2017/18 and 2018/19

Vehicle segment	Number of thefts		% of thefts	
	2017/18	2018/19	2017/18	2018/19
On-road	1,515	1,825	35.0%	36.7%
- Standard	163	203	4%	4%
- Sports	426	548	10%	11%
- Touring	50	56	1.2%	1.1%
- Cruiser	168	152	3.9%	3.1%
- Scooter	541	715	12.5%	14.4%
- Electric	1	2	0.0%	0.0%
- Unknown	166	149	3.8%	3.0%
Off-road	1,376	1,479	31.8%	29.7%
- ATV	282	248	6.5%	5.0%
- Dirt	136	179	3.1%	3.6%
- Sport	560	584	12.9%	11.7%
- Mini	128	128	3.0%	2.6%
-Electric	1	0	0.0%	0.0%
- Unknown	269	340	6.2%	6.8%
Unknown motorcycle	1,435	1,669	33.2%	33.6%
Total motorcycles	4,326	4,973	100%	100%

See notes 1 & 2 for further information.

- Of the top ten motorcycle makes for profit motivated theft in 2018/19, eight of them had remained in the top 10 from 2017/18 (Table 36). The movers into the top ten were SYM (up from 11th to 7th) and Kymco (up from 13th to 9th).

- The top four makes, namely Honda, Yamaha, Kawasaki and Suzuki comprised three fifths (63%) of all profit motivated motorcycle thefts in 2018/19 where the manufacturer was recorded.

Table 36: Top motorcycle profit motivated theft targets by make, 2017/18 and 2018/19

Ranking		Make	Number of thefts		% of thefts	
2017/18	2018/19		2017/18	2018/19	2017/18	2018/19
1	1	Honda	895	1,049	22.4%	22.8%
2	2	Yamaha	846	935	21.2%	20.3%
4	3	Kawasaki	352	464	8.8%	10.1%
3	4	Suzuki	390	433	9.8%	9.4%
5	5	KTM	350	407	8.8%	8.9%
6	6	Harley Davidson	168	154	4.2%	3.4%
11	7	SYM	51	106	1.3%	2.3%
7	8	Husqvarna	82	94	2.1%	2.0%
13	9	Kymco	45	82	1.1%	1.8%
8	10	Piaggio	60	80	1.5%	1.7%
10	11	Triumph	55	75	1.4%	1.6%
9	12	Hyosung	57	68	1.4%	1.5%
18	13	Longjia	31	49	0.8%	1.1%
12	13	Ducati	48	49	1.2%	1.1%
13	14	TGB	45	41	1.1%	0.9%
15	15	Aprilia	39	37	1.0%	0.8%
14	16	Polaris	43	34	1.1%	0.7%
18	17	BMW	31	33	0.8%	0.7%
17	18	Vespa	33	32	0.8%	0.7%
19	19	Bolwell	24	31	0.6%	0.7%
20	20	Vmoto	23	26	0.6%	0.6%
21	20	Adly	17	26	0.4%	0.6%
16	21	Atomik	36	23	0.9%	0.5%
22	22	Husaberg	15	22	0.4%	0.5%
27	23	Thumpstar	7	19	0.2%	0.4%
21	24	CFMoto	17	18	0.4%	0.4%
24	25	Baotian	10	17	0.3%	0.4%
27	26	Beta	7	10	0.2%	0.2%
24	27	Sachs	10	9	0.3%	0.2%
29	27	Can-Am	5	9	0.1%	0.2%
25	28	Daelim	9	7	0.2%	0.2%
31	29	Custom Made	3	6	0.1%	0.1%
25	29	Royal Enfield	9	6	0.2%	0.1%
28	29	FYM	6	6	0.2%	0.1%
28	29	Pitpro	6	6	0.2%	0.1%
31	29	Gasgas	3	6	0.1%	0.1%
32	29	Zongshen	2	6	0.1%	0.1%
23	30	Braaap	11	5	0.3%	0.1%
28	30	Sherco	6	5	0.2%	0.1%
34	30	Motovert	0	5	0.0%	0.1%

See notes 1 & 2 for further information.

Table 37: Top motorcycle profit motivated theft targets by make and model, 2017/18 and 2018/19

Motorcycle Make and Model	Segment	Number of short term thefts	
		2017/18	2018/19
Yamaha WR450 449cc MY03+	Off-road sport	69	74
Suzuki DR-Z400 398cc MY00+	Off-road dirt	47	61
Honda CT110 105cc MY80_16	On-road standard	33	39
Kawasaki Ninja 300 296cc MY12_18	On-road sport	14	37
Honda Grom MSX125 124cc MY13+	On-road standard	13	34
Yamaha YZ 0cc MY77+	Off-road sport	22	32
Yamaha YZF-R1 998cc MY98+	On-road sport	28	27
Yamaha WR250 249cc MY90+	Off-road sport	27	26
SYM Orbit 125 124cc MY17_18	On-road scooter	0	26
Honda CRF450R 449cc MY01+	Off-road sport	19	25
KTM 450EXC 447cc MY02_17	Off-road sport	17	21
Hyosung GT250 249cc MY02_14	On-road sport	19	20
Honda CBR600RR 599cc MY03+	On-road sport	9	19
Honda CBR1000RR 999cc MY04+	On-road sport	8	18
Yamaha YZF-R3 321cc MY15+	On-road sport	15	18
Hyosung GT650 647cc MY03_17	On-road sport	18	18
Yamaha YZ250 249cc MY78+	Off-road sport	27	17
Suzuki GSX-R600 599cc MY97+	On-road sport	18	17
Honda CRF250L 249cc MY12+	Off-road dirt	8	17
Suzuki GSX-R750 749cc MY85_18	On-road sport	17	17
Honda CB125E 124cc MY12+	On-road standard	8	16
Suzuki DR650SE 644cc MY98+	On-road standard	8	16
Honda CRF450X 449cc MY05_14	Off-road sport	7	16
Honda CRF250R 249cc MY04+	Off-road sport	23	15
Honda Today 50 49cc MY03_14	On-road scooter	8	15

See notes 1 & 2 for further information.

Table 38: Profit motivated motorcycle thefts by engine capacity, 2017/18 and 2018/19

Engine capacity	Number of thefts		% of thefts	
	2017/18	2018/19	2017/18	2018/19
50 cc or less	263	310	6.1%	6.2%
51 - 100 cc	68	62	1.6%	1.2%
101 - 150 cc	328	467	7.6%	9.4%
151 - 200 cc	68	71	1.6%	1.4%
201 - 250 cc	472	471	10.9%	9.5%
251 - 500 cc	596	662	13.8%	13.3%
501 - 750 cc	296	386	6.8%	7.8%
751 - 1000 cc	162	204	3.7%	4.1%
1001 cc or more	182	158	4.2%	3.2%
Electric	2	1	0.0%	0.0%
Unknown motorcycle	1,889	2,181	44%	44%

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	
	2017/18	2018/19	2017/18	2018/19
Registered	2,393	3,074	55.3%	61.8%
Unregistered	1,933	1,899	44.7%	38.2%
Grand Total	4,326	4,973	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 proportion of 0-4 and 30+ year old vehicles targeted in 2018/19 compared to 2014/15 (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, 2014/15 and 2018/19
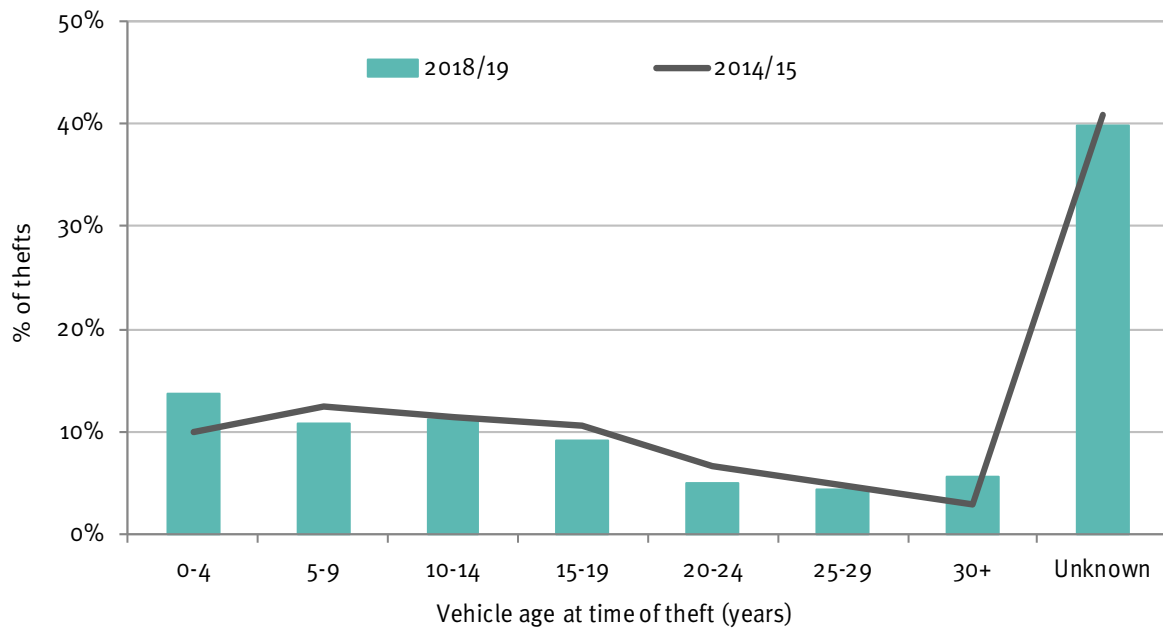
See notes 1 & 2 for further information.

Table 40: Profit motivated other vehicle theft by segment, 2017/18 and 2018/19

Engine capacity	Number of thefts		% of thefts	
	2017/18	2018/19	2017/18	2018/19
Heavy Plant and equipment	386	396	40.4%	38.6%
- Tractor	57	59	14.8%	14.9%
- Excavator	53	56	13.7%	14.1%
- Skidsteer	49	33	12.7%	8.3%
- Mower	30	20	7.8%	5.1%
- Forklift	15	16	3.9%	4.0%
- Loader	5	12	1.3%	3.0%
- Roller	6	7	1.6%	1.8%
- B a c k h o e	8	4	2.1%	1.0%
- Bulldozer	5	2	1.3%	0.5%
- Crane	3	1	0.8%	0.3%
- NLR45		1	0.0%	0.3%
- Sweeper	0	0	0.0%	0.0%
- Digger	1		0.3%	0.0%
- Compactor	1		0.3%	0.0%
- Grader	1	0	0.3%	0.0%
- Unknown	152	185	39.4%	46.7%
- Subtotal: Heavy plant and equipment	386	396	100.0%	100.0%
Heavy truck	254	317	26.6%	30.9%
Heavy unknown	5	10	0.5%	1.0%
Bus	22	26	2.3%	2.5%
Other - not elsewhere classified	51	46	5.3%	4.5%
Unknown body type	238	230	24.9%	22.4%

See notes 1 & 2 for further information.

WHEN WERE THEY STOLEN?

- On average, there were 1,349 profit motivated thefts reported per month in 2018/19.

- 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 (1,185 thefts) (Figure 21).

- From June 2018 there appears to be an upward trend in profit motivated thefts compared to the same months in the previous year.
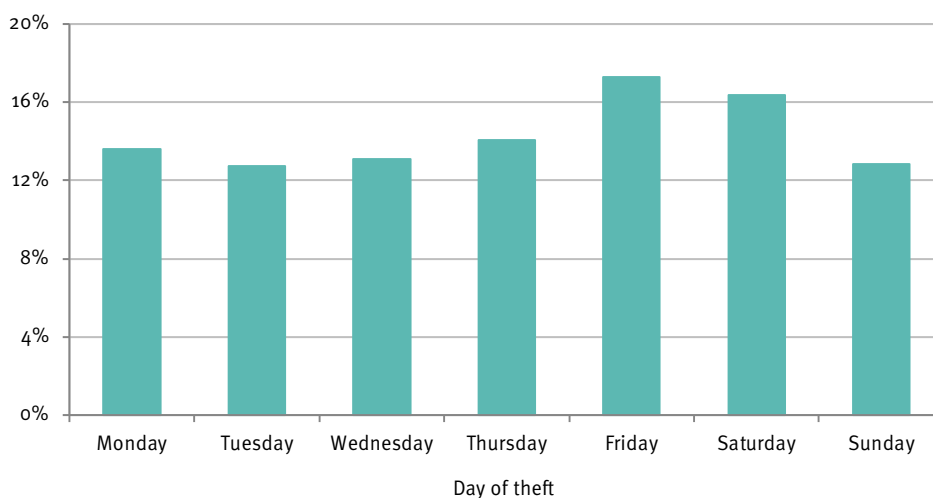
Figure 21: Number of profit motivated thefts by month stolen, 2014/15 to 2018/19
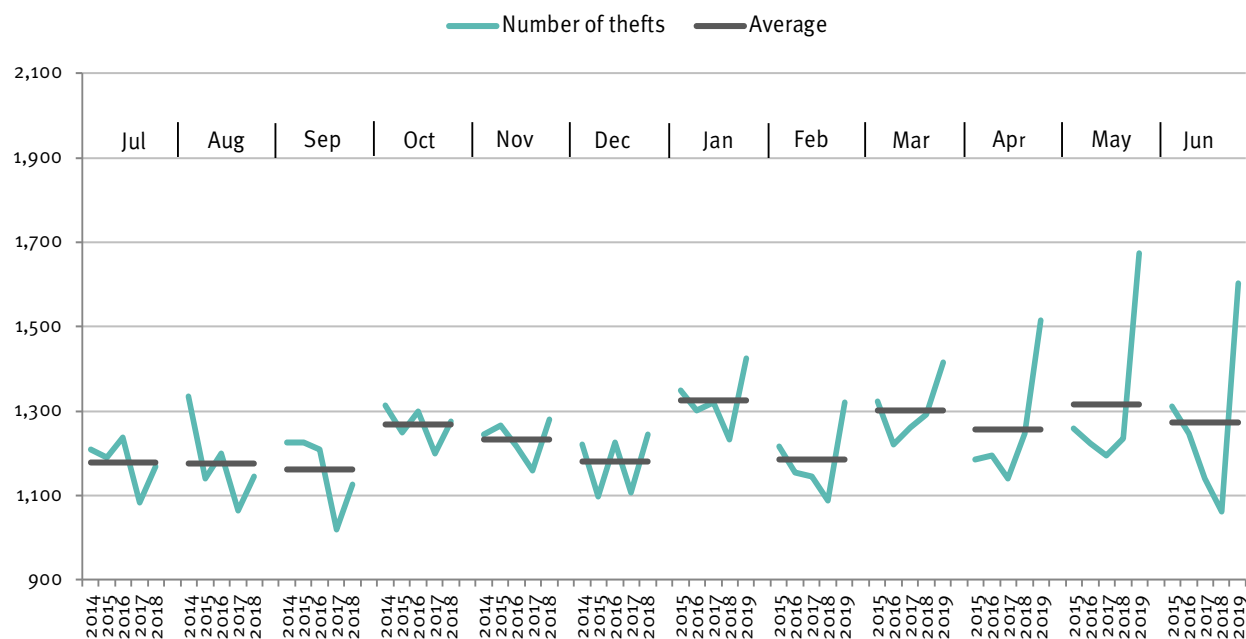
See note 1 for further information

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

- The majority (27%) of profit motivated thefts during the 2018/19 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 (9%).

Figure 22: Number of profit motivated thefts by day of week, 2018/19

See note 1 for further information

Figure 23: Number of profit motivated thefts by time of day, 2018/19
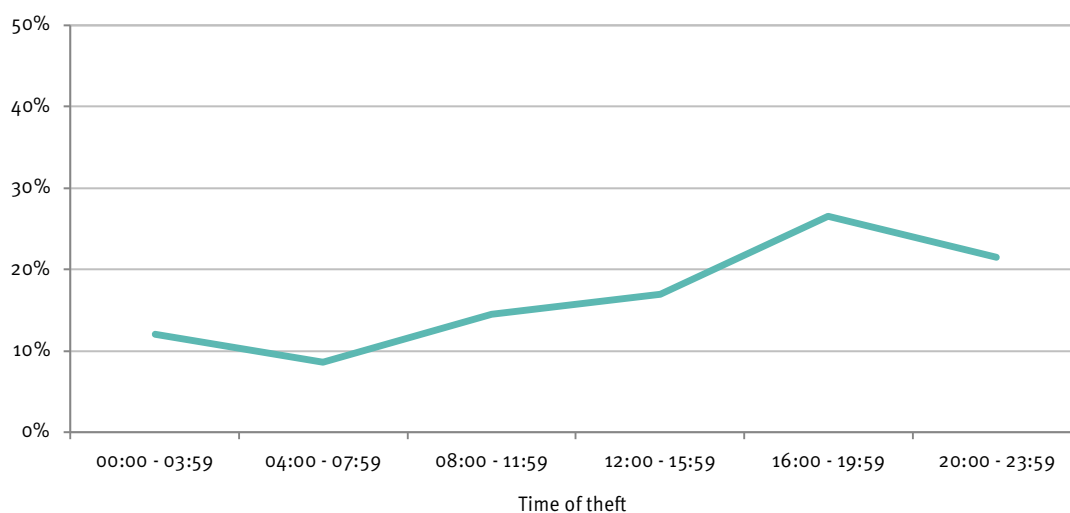
See notes 1 & 11 for further information

WHERE WERE THEY STOLEN?

- The top local area for profit motivated thefts in the 2018/19 financial year was the City of Brisbane (610 thefts) which recorded an increase (+43%) compared to 2017/18. This was followed by the City of Gold Coast , Queensland (536 thefts), and the City of Logan, also in Queensland (419 thefts) (Table 37).

- When presented as a rate per 1,000 population, the City of Cessnock in New South Wales recorded the highest rate (2.62) followed by City of Perth in Western Australia (2.09) and the City of Playford in South Australia (1.69). (Table 42).

- The largest reductions in profit motivated thefts in 2018/19 occurred namely the City of Rockingham, Western Australia (down 37 thefts to 106), then the City of Armadale, Western Australia (down 31 thefts to 108) (Table 43).

- The largest increases in profit motivated thefts were recorded in the City of Brisbane, Queensland (up 184 thefts to 610) and City of Gold Coast, Queensland (up 118 thefts to 536).

Table 41: Top 50 Areas for profit motivated thefts ranked by number of thefts, 2017/18 and 2018/19

State / Territory	LGA name	Number of thefts		Theft rate per 1,000 population	
		2017/2018	2018/2019	2017/2018	2018/2019
QLD	Brisbane (City)	426	610	0.35	0.50
QLD	Gold Coast (City)	418	536	0.71	0.88
QLD	Logan (City)	310	419	0.97	1.28
VIC	Hume (City)	275	316	1.28	1.41
QLD	Moreton Bay (Regional Council)	226	283	0.50	0.62
VIC	Casey (City)	208	277	0.64	0.81
NSW	Canterbury-Bankstown (Area)	205	271	0.56	0.72
NSW	Blacktown (City)	250	256	0.70	0.70
ACT	Greater ACT	207	218	0.50	0.52
NSW	Central Coast (City)	167	216	0.49	0.63
VIC	Moreland (City)	168	204	0.95	1.12
VIC	Melbourne (City)	182	203	1.14	1.19
VIC	Greater Dandenong (City)	164	199	1.00	1.20
VIC	Greater Geelong (City)	193	195	0.79	0.77
WA	Swan (City)	160	192	1.14	1.34
VIC	Darebin (City)	151	190	0.95	1.18
VIC	Whittlesea (City)	165	188	0.77	0.84
SA	Salisbury (City)	132	186	0.93	1.30
VIC	Brimbank (City)	176	184	0.85	0.88
NSW	Lake Macquarie (City)	158	179	0.78	0.87
QLD	Ipswich (City)	160	173	0.77	0.81
NSW	Penrith (City)	171	170	0.83	0.81
VIC	Wyndham (City)	163	168	0.68	0.66
WA	Wanneroo (City)	172	167	0.86	0.82
WA	Stirling (City)	135	163	0.61	0.74
WA	Gosnells (City)	153	159	1.25	1.29
SA	Playford (City)	149	158	1.62	1.69
NSW	Cessnock (City)	118	155	2.05	2.62
NSW	Liverpool (City)	143	155	0.66	0.69
WA	Cockburn (City)	101	146	0.92	1.30
NSW	Newcastle (City)	99	145	0.61	0.88
VIC	Melton (City)	153	143	1.03	0.91
VIC	Port Phillip (City)	137	136	1.24	1.20
NSW	Cumberland (Area)	131	135	0.57	0.57
QLD	Sunshine Coast (Regional Council)	107	132	0.34	0.41
NSW	Parramatta (City)	85	129	0.35	0.51
NSW	Fairfield (City)	105	124	0.50	0.59
VIC	Frankston (City)	96	123	0.68	0.87
VIC	Mornington Peninsula (Shire)	105	122	0.64	0.74
VIC	Greater Bendigo (City)	83	121	0.73	1.04
VIC	Ballarat (City)	110	120	1.04	1.12
SA	Port Adelaide Enfield (City)	91	119	0.73	0.94
VIC	Yarra (City)	79	113	0.82	1.15
NSW	Sydney (City)	79	113	0.34	0.47
QLD	Townsville (City)	76	109	0.39	0.56
WA	Armadale (City)	139	108	1.64	1.23
NSW	Wollongong (City)	86	107	0.40	0.50
VIC	Moonee Valley (City)	77	106	0.61	0.83
WA	Rockingham (City)	143	106	1.09	0.79
NSW	Campbelltown (City)	65	102	0.39	0.61

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, 2017/18 and 2018/19

State / Territory	LGA name	Number of thefts		Theft rate per 1,000 population*	
		2017/2018	2018/2019	2017/2018	2018/2019
NSW	Cessnock (City)	118	155	2.05	2.62
WA	Perth (City)	38	58	1.39	2.09
SA	Playford (City)	149	158	1.62	1.69
WA	Kalgoorlie-Boulder (City)	53	50	1.73	1.67
WA	Murray (Shire)	34	29	1.96	1.64
SA	Adelaide (City)	18	40	0.74	1.61
WA	Broome (Shire)	17	27	1.00	1.59
WA	Fremantle (City)	23	45	0.75	1.46
VIC	Campaspe (Shire)	39	54	1.04	1.44
WA	Kwinana (City)	71	62	1.70	1.42
VIC	Gannawarra (Shire)	4	15	0.38	1.42
VIC	Hume (City)	275	316	1.28	1.41
TAS	Derwent Valley (Municipality)	6	14	0.59	1.36
WA	Belmont (City)	76	56	1.83	1.35
WA	Swan (City)	160	192	1.14	1.34
WA	Port Hedland (Town)	21	20	1.40	1.34
SA	Salisbury (City)	132	186	0.93	1.30
WA	Cockburn (City)	101	146	0.92	1.30
WA	Gosnells (City)	153	159	1.25	1.29
QLD	Logan (City)	310	419	0.97	1.28
WA	Bassendean (Town)	14	20	0.90	1.27
VIC	Greater Shepparton (City)	79	84	1.21	1.27
TAS	Brighton (Municipality)	15	22	0.88	1.27
WA	Northam (Shire)	7	14	0.62	1.25
WA	Armadale (City)	139	108	1.64	1.23
VIC	Moorabool (Shire)	33	42	0.99	1.23
VIC	Mitchell (Shire)	52	54	1.21	1.22
SA	Copper Coast (District Council)	4	18	0.27	1.21
VIC	Port Phillip (City)	137	136	1.24	1.20
VIC	Greater Dandenong (City)	164	199	1.00	1.20
VIC	Melbourne (City)	182	203	1.14	1.19
VIC	Darebin (City)	151	190	0.95	1.18
WA	Kalamunda (City)	52	69	0.88	1.17
WA	Bayswater (City)	63	79	0.92	1.16
VIC	Yarra (City)	79	113	0.82	1.15
NSW	Singleton (Area)	15	27	0.64	1.15
VIC	Central Goldfields (Shire)	11	15	0.84	1.14
VIC	Baw Baw (Shire)	49	59	0.97	1.13
VIC	Ballarat (City)	110	120	1.04	1.12
SA	Gawler (Town)	16	27	0.68	1.12
VIC	Moreland (City)	168	204	0.95	1.12
WA	Victoria Park (Town)	42	39	1.15	1.07
VIC	Mildura (Rural City)	42	58	0.76	1.04
VIC	Greater Bendigo (City)	83	121	0.73	1.04
WA	Mandurah (City)	75	88	0.89	1.03
VIC	Indigo (Shire)	5	17	0.31	1.03
VIC	Latrobe (City)	78	77	1.04	1.02
TAS	Hobart (City)	27	53	0.51	0.99
VIC	Moira (Shire)	22	29	0.74	0.97
NSW	Maitland (City)	62	80	0.76	0.96
VIC	Maribyrnong (City)	114	88	1.28	0.96

* 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, 2018/19

| 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)**		
Giralang	-5	1	Narrabundah	+5	9
Lyons	-5	1	MacQuarie	+5	5
			Braddon	+4	9
			Holt	+4	4
NSW (LGA)			**NSW (LGA)**		
Lismore (City)	-13	22	Canterbury-Bankstown (Area)	+66	271
Clarence Valley (Area)	-12	24	Central Coast (City)	+49	216
Hawkesbury (City)	-10	43	Newcastle (City)	+46	145
NT (LGA)			**NT (LGA)**		
West Arnhem (Regional Council)	-2	0	Darwin (City)	+7	33
Barkly (Regional Council)	-1	1	Coomalie (Shire)	+6	6
			Palmerston (City)	+6	13
QLD (LGA)			**QLD (LGA)**		
Gympie (Regional Council)	-12	26	Brisbane (City)	+184	610
Whitsunday (Regional Council)	-7	5	Gold Coast (City)	+118	536
Fraser Coast (Regional Council)	-4	40	Logan (City)	+109	419
SA (LGA)			**SA (LGA)**		
Berri and Barmera (District Council)	-7	2	Salisbury (City)	+54	186
Port Lincoln (City)	-7	3	Charles Sturt (City)	+34	95
Light (Regional Council)	-6	4	Port Adelaide Enfield (City)	+28	119
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)**		
Maribyrnong (City)	-26	88	Casey (City)	+69	277
Knox (City)	-23	77	Hume (City)	+41	316
Melton (City)	-10	143	Darebin (City)	+39	190
WA (LGA)			**WA (LGA)**		
Rockingham (City)	-37	106	Cockburn (City)	+45	146
Armadale (City)	-31	108	Joondalup (City)	+32	79
Serpentine-Jarrahdale (Shire)	-28	25	Swan (City)	+32	192

See note 1 for further information

- During the 2018/19 financial year, half of profit motivated thefts occurred from residential locations (dwellings or shed/garage) (50%), followed by the street (26%). This has remained stable since 2017/18. (Table 44 and Figure 24).

Table 44: Profit motivated thefts by type of location, 2018/19

Type of theft location	Number of thefts	% of thefts
Residential	7,280	50.4%
Street	3,766	26.1%
Business/Commercial/Government Services	1,498	10.4%
Other	540	3.7%
Car Park	530	3.7%
Shopping Centre	282	2.0%
Outdoor Space/Facilities	273	1.9%
Passenger Transport	160	1.1%
Unspecified	96	0.7%
Petrol Station	17	0.1%
Grand Total	14,442	100.0%

See notes 1 & 4 for further information

Figure 24: Profit motivated thefts by top location types, 2017/18 and 2018/19
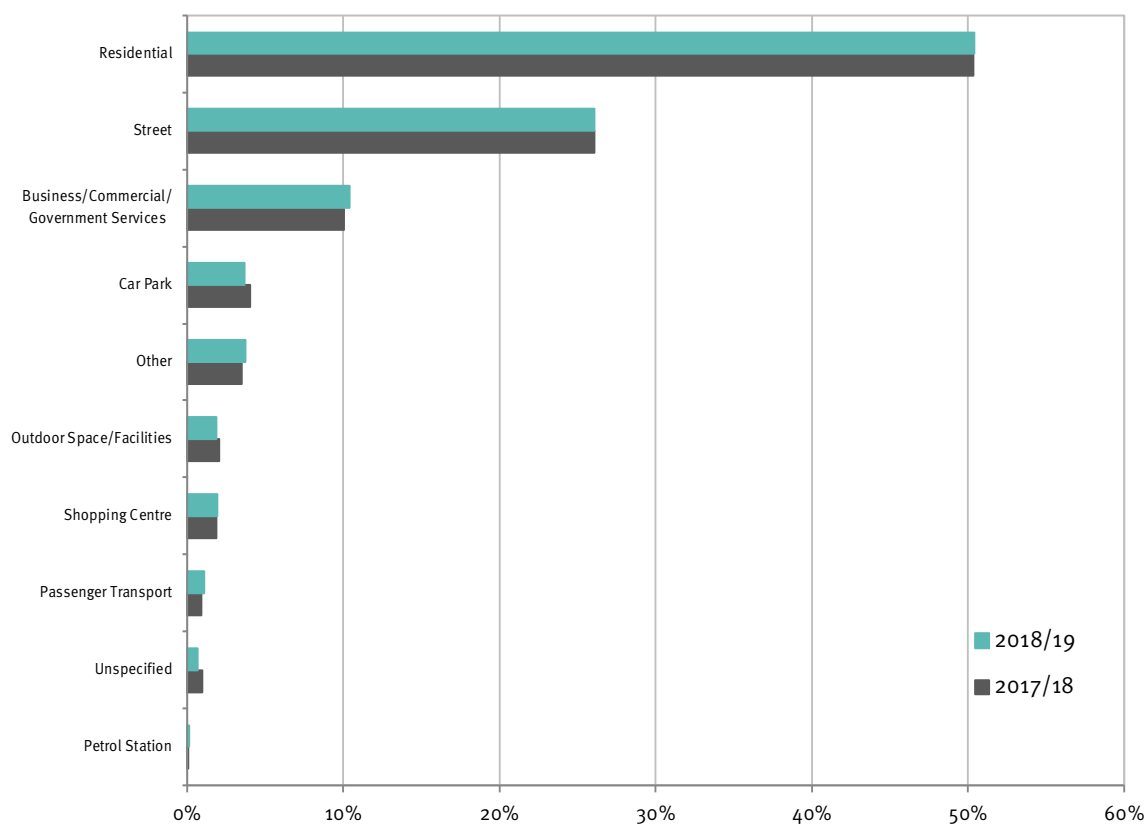
See notes 1 & 4 for further information

- 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 (66%) compared to 45% for PLCs. Conversely, very few motorcycles were taken from the street (14%) 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, 2018/19
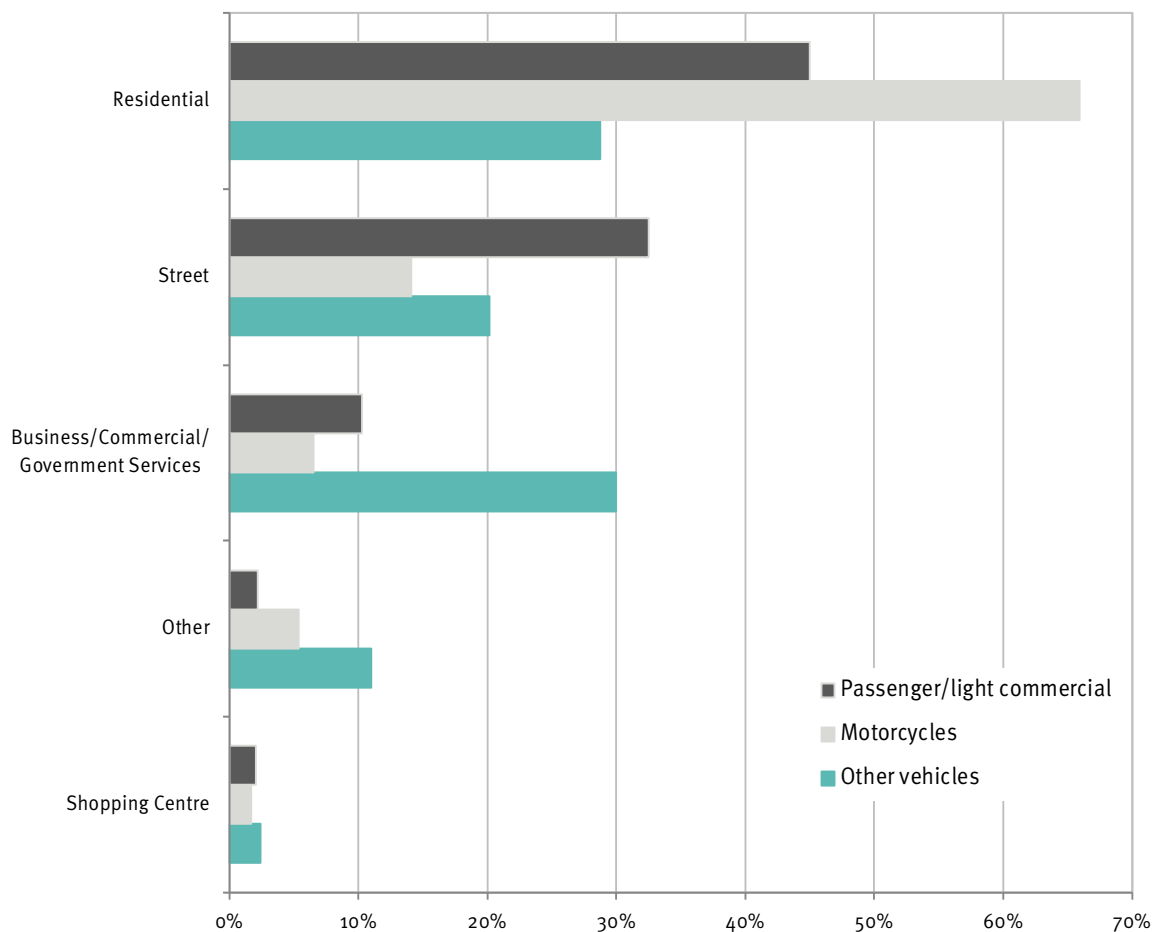
See note 4 for further information

- In Queensland approximately half (52%) of all profit motivated thefts occurred in metropolitan areas. For all other jurisdictions at least 60% 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, 2018/19
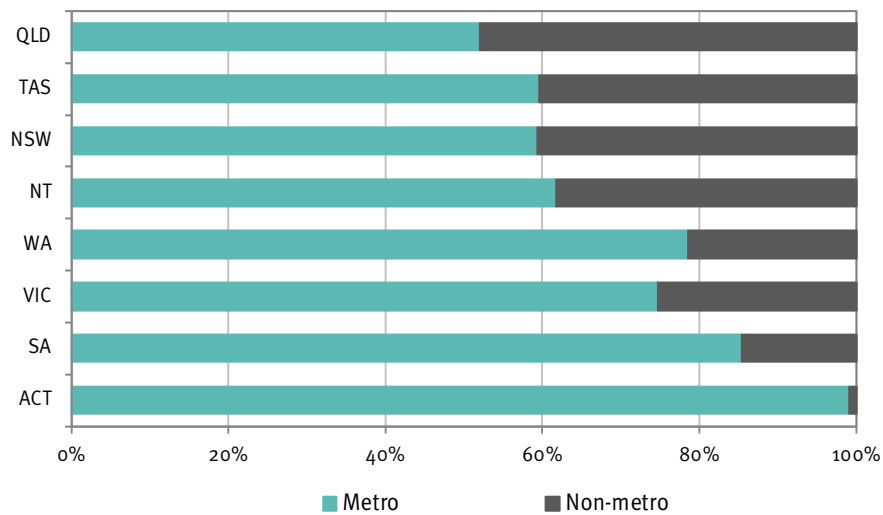
See note 1 for further information

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 2019 for all jurisdictions except TAS which was at 30 June 2019. 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 2018/19, 14.2% of profit motivated thefts from 2017/18 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

National Motor Vehicle
Theft Reduction
Council