CARS

comprehensive auto-theft research system

STATISTICAL
REPORT
2019/20

Fraud

Drugs

Crimes Against Person

Road Safety

The Vehicle Crime Continuum

Theft

Property Crime

Counter Terrorism

Separated Parts

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

Title: CARS Statistical Report, 2019/20

Front and back cover images are based on an original visual concept by Katie Scott (Victoria Police 2018).

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ABOUT CARS

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

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

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

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INTRODUCTION

This report provides a detailed picture of motor vehicle theft in Australia in 2019/20 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 2020 for all states/territories except Tasmania which is at 30 June 2020. This is because the majority of stolen vehicles are recovered within one month of theft.

Quarterly data only was available for Tasmania, while New South Wales, Victoria and the Northern Territory provide weekly data. All other jurisdictions provide data on a monthly basis.

Over time the number of stolen vehicles that are recovered 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 2015/16 and 2019/20, 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 (03) 9348 9600.

EXECUTIVE SUMMARY

OVERALL KEY FINDINGS

- Australia recorded a total of 56,312 thefts during the 2019/20 financial year, which represents a 2% increase over the 2018/19 total of 55,222 thefts.

- Over the last five years, Australia's total vehicle thefts have increased 4% from the 2015/16 total of 53,933.

- During 2019/20 there was an average of 154 motor vehicle thefts per day in Australia. This is up marginally from a total of 151 per day in 2018/19.

- With a recovery rate of 72% the 2019/20 total comprises 40,480 short-term thefts and 15,832 profit-motivated thefts.

- Australia's yearly theft rate equates to 2.78 thefts per 1,000 registered vehicles or 2.21 per 1,000 population. These are both lower than the respective 2.85 and 2.25 recorded in 2015/16.

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

- A total of 9,021 motorcycles were stolen in 2019/20. This is a 3% decrease over the 2018/19 total of 9,267 thefts, and is 8% higher than the 2015/16 total.

- Motorcycles recorded the lowest recovery rate with only 49% of thefts in 2019/20 recovered compared to 77% of passenger and light commercial vehicles and 52% of other vehicles.

- The age profile of vehicles stolen in 2019/20 remained stable with 41% of thefts being aged 0-9 years and 39% aged 10-19 years.

- Overall the most popular passenger and light commercial theft targets in 2019/20 were the Holden Commodore VE MY06-13 (1,015 thefts), Toyota Hilux MY05-11 (636 thefts), Nissan Pulsar N15 MY95-00 (519 thefts), Holden Commodore VY MY02-04 (455 thefts) and Nissan Navara D40 MY05-15 (447 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 2019/20 for example, 54% of all thefts occurred at a residential location compared to 53% in 2018/19.

Table 1: Motor vehicle theft overview, 2015/16 to 2019/20

|	2015/16	2018/19	2019/20
Total thefts	53,933	55,222	56,312
% change from 2018/19 to 2019/20			2.0%
% change from 2015/16 to 2018/20			4.4%
Theft rate per 1,000 registrations	2.85	2.76	2.78
Theft rate per 1,000 population	2.25	2.19	2.21
Average number of thefts per day in Australia	147.8	151.3	154.3
Thefts by vehicle type			
Passenger/light commercials	43,065	43,768	45,010
Motorcycles	8,351	9,267	9,021
Other vehicles	2,517	2,187	2,281
% of thefts recovered			
All vehicles	73.2%	73.4%	71.9%
Passenger/light commercials	79.1%	79.2%	77.4%
Motorcycles	49.3%	50.5%	49.4%
Other vehicles	51.7%	55.1%	52.0%
Median vehicle age at time of theft	10 years	10 years	10 years
% of stolen vehicles aged			
0 - 4 years	18.9%	18.9%	19.9%
5 - 9 years	21.9%	21.3%	21.5%
10 - 14 years	21.3%	23.0%	22.5%
15 - 19 years	17.3%	16.5%	16.4%
20 - 24 years	8.7%	8.7%	8.5%
25 - 29 years	4.1%	3.7%	3.4%
30+ years	2.2%	2.3%	2.4%
Unknown age	5.7%	5.6%	5.4%
Type of theft locations			
Residential		54.0%	53.2%
Street		23.2%	23.6%
Business/Commercial/Government Services		10.7%	10.9%
Car Park		3.7%	4.1%
Shopping Centre		2.2%	2.1%

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

↕ SHORT-TERM THEFT

- When adjusted for late recoveries, short-term thefts increased by just under 1% in 2019/20 compared to the previous financial year and increased 4% compared to five years ago (Table 2).

- The jurisdictions with the largest reductions in the past 12 months (after adjusting for late recoveries) were Northern Territory (-199 thefts), Western Australia (-10%) and New South Wales (-7%). In contrast, increases were recorded in Queensland (+8%), Victoria (+7%) and the Australian Capital Territory (+73)*.

- After adjusting for late recoveries, the rate of short-term thefts per 1,000 registered vehicles remained stable at 2.02 in 2019/20 compared to 2018/19. Five years ago the theft rate was 2.09 per 1,000 registered vehicles.

Figure 1: Short-term theft rate per 1,000 registrations for each jurisdiction, 2018/19 and 2019/20
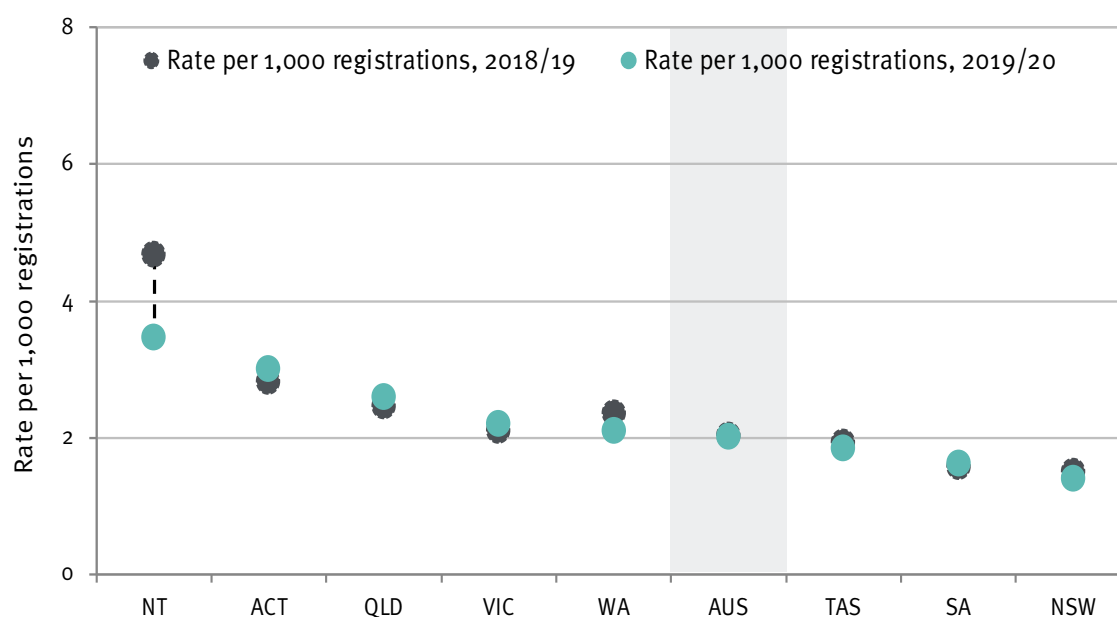
See notes 1 & 3 for further information. See table 6 for rate values.

*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 2019/20.

- The top three short-term theft targets in 2019/20 were the Holden Commodore VE MY06-13 (738 thefts), Nissan Pulsar N15 MY95-00 (433 thefts) and the Toyota Hilux MY05_11 (415 thefts).

- The top three locations with the highest number of short-term thefts in 2019/20 were the Queensland local government areas of City of Brisbane (first place with 2,703 thefts), the City of Gold Coast (second place with 1,684 thefts) and the City of Logan with 1,235 thefts.

- Overall, 31% of all short-term thefts were recovered within 24 hours of the theft, 78% were recovered within 14 days and 87% were recovered within 30 days of the incident. The proportion of vehicles recovered within 14 days has steadily increased from 74% in 2015/16 to 78% in 2019/20.

- Short-term theft targets stolen in metropolitan areas of Australia were recovered on average 18.8 kms from their theft location while vehicles stolen from non-metropolitan locations were recovered on average 40.2 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 jurisdictions except TAS which is at 30 June 2019. Thefts that occurred in previous financial years have had more time to be recovered than vehicles recorded stolen in the current financial year. For example, during 2019/20, a number of profit-motivated thefts from 2018/19 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, 2015/16 to 2019/20

	2015/16	2018/19	2019/20
Total short-term thefts	39,501	40,528	40,480
Adjusted for late recoveries			40,893
Short-terms thefts (adjusted for late recoveries)			
Australian Capital Territory	716	862	935
New South Wales	8,332	8,594	8,035
Northern Territory	874	754	555
Queensland	6,483	10,683	11,503
South Australia	2,304	2,375	2,437
Tasmania	914	926	893
Victoria	13,371	10,914	11,657
Western Australia	6,507	5,420	4,878
Australia	39,501	40,528	40,893
Average number of thefts per day in Australia			
Adjusted for late recoveries	108.0	111.0	112.0
Theft rate per 1,000 registrations	2.09	2.02	2.00
Adjusted for late recoveries			2.02
Vehicle body type as % of thefts			
Passenger/light commercials	86.3%	85.5%	86.1%
- Small passenger vehicle	24.4%	23.7%	24.1%
- Medium passenger vehicle	9.0%	8.5%	8.3%
- Large passenger vehicle	16.8%	12.3%	11.4%
- Sports	2.8%	2.4%	2.3%
- SUV	13.4%	18.5%	20.3%
- People mover	0.9%	1.0%	0.9%
- Light commercial utility	13.9%	16.0%	15.7%
- Light commercial van	2.7%	2.5%	2.3%
- Motor home	0.0%	0.0%	0.0%
- Unknown passenger vehicle	2.3%	0.6%	0.6%
Motorcycles	10.4%	11.5%	11.0%
Other vehicles	3.3%	3.0%	2.9%

Table 2: Short-term theft overview, 2015/16 to 2019/20 (cont.)

|	2015/16	2018/19	2019/20
Median vehicle age at time of theft	10 years	10 years	10 years
% of stolen vehicles aged			
0 - 4 years	20.3%	20.4%	21.7%
5 - 9 years	22.1%	22.7%	22.8%
10 - 14 years	21.5%	23.6%	22.9%
15 - 19 years	18.1%	16.1%	16.2%
20 - 24 years	9.0%	8.8%	8.2%
25 - 29 years	4.1%	3.7%	3.3%
30+ years	1.8%	1.8%	2.0%
Unknown age	3.0%	3.0%	2.9%
Type of theft locations			
Residential		55.3%	55.3%
Street		22.2%	22.3%
Business/Commercial/Government Services		10.8%	10.8%
Car Park		3.7%	4.0%
Shopping Centre		2.3%	2.2%
Time between theft and recovery			
% recovered within 1 day	29.2%	29.7%	30.8%
% recovered within 14 days	73.9%	74.7%	77.6%
% recovered within 30 days	82.9%	83.6%	86.6%
Mean distance between theft and recovery			
Metropolitan thefts	18.7 kms	19.6 kms	18.8 kms
Non-metropolitan thefts	47.7 kms	48.6 kms	40.2 kms

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

PROFIT-MOTIVATED THEFT

- When adjusted for late recoveries, profit-motivated thefts made up 27% of all motor vehicle thefts in Australia in 2019/20. The 15,419 vehicles stolen for profit in 2019/20 represented a 5% increase from the 2018/19 total. However, when compared to five years ago, the increase was larger at 7%.

- Compared to 2018/19 figures, only Western Australia and Northern Territory recorded reductions of -227 and -16 thefts, respectively. The remaining jurisdictions all showed increases in profit-motivated thefts with the largest increases in Victoria and Queensland (+497 and +398 thefts)*.

- After adjusting for late recoveries, the rate of profit-motivated thefts in Australia during 2019/20 was 0.76 thefts per 1,000 registrations, with Victoria (0.96) and Western Australia (0.85) recording a higher rate.

Figure 2: Profit-motivated theft rate per 1,000 registrations for each jurisdiction, 2018/19 and 2019/20
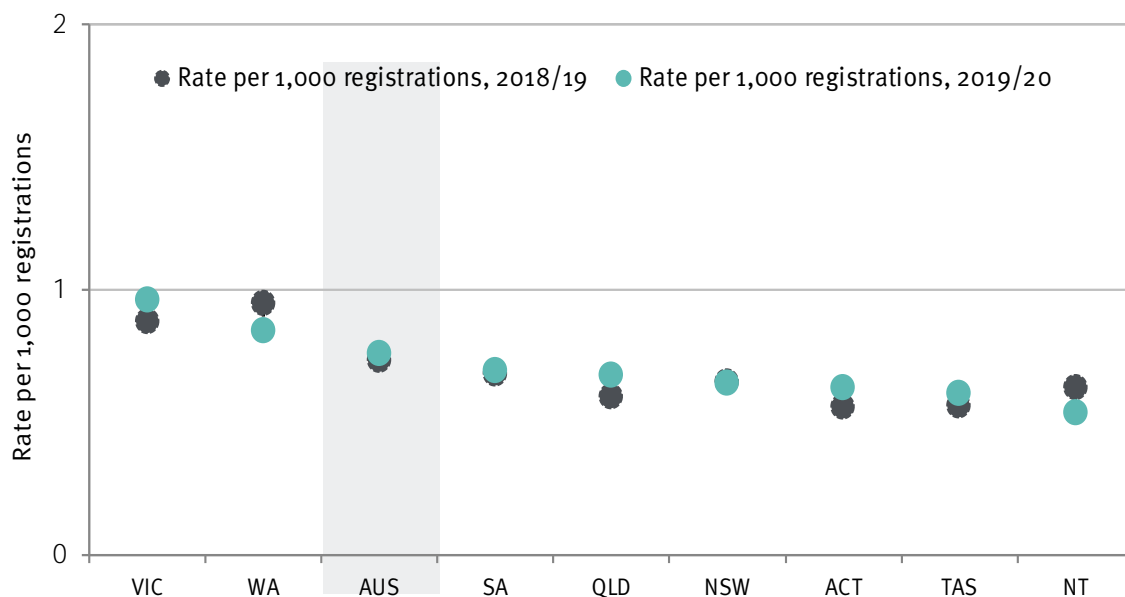
See notes 1 & 3 for further information. See table 28 for rate values.

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

- Passenger/light commercial vehicles accounted for 64% of all profit-motivated thefts in 2019/20 including light commerical utilities which comprised 15% of the overall total.

- Motorcycles comprised 29% of all profit-motivated thefts in 2019/20, which is almost 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 2019/20.

Table 3: Profit-motivated theft overview, 2015/16 to 2019/20

	2015/16	2018/19	2019/20
Total profit-motivated thefts	14,432	14,694	15,832
Adjusted for late recoveries			15,419
Profit-motivated thefts (Adjusted for late recoveries)			
Australian Capital Territory	196	172	196
New South Wales	3,638	3,726	3,739
Northern Territory	143	102	86
Queensland	2,448	2,599	2,997
South Australia	824	1,038	1,047
Tasmania	206	270	297
Victoria	4,685	4,597	5,094
Western Australia	2,292	2,190	1,963
Australia	14,432	14,694	15,419
Average number of thefts per day in Australia			
Adjusted for late recoveries	39.5	40.3	42.2
Theft rate per 1,000 registrations	0.76	0.73	0.78
Adjusted for late recoveries			0.76
Vehicle body type as % of thefts			
Passenger/light commercials	62.3%	62.1%	64.2%
- Small passenger vehicle	11.7%	12.4%	13.3%
- Medium passenger vehicle	5.1%	5.1%	5.3%
- Large passenger vehicle	14.1%	11.8%	10.7%
- Sports	2.9%	2.5%	2.7%
- SUV	9.9%	11.9%	13.4%
- People mover	0.7%	0.7%	0.6%
- Light commercial utility	13.2%	14.0%	14.5%
- Light commercial van	2.3%	1.9%	2.3%
- Motor home	0.1%	0.1%	0.1%
- Unknown passenger vehicle	2.3%	1.6%	1.4%
Motorcycles	29.3%	31.2%	28.8%
Other vehicles	8.4%	6.7%	6.9%

Table 3: Profit-motivated theft overview, 2015/16 to 2019/20 (cont.)

	2015/16	2018/19	2019/20
Median vehicle age at time of theft	10 years	11 years	11 years
% of stolen vehicles aged			
0 - 4 years	15.1%	14.7%	15.1%
5 - 9 years	21.4%	17.3%	18.3%
10 - 14 years	20.8%	21.6%	21.7%
15 - 19 years	14.9%	17.5%	16.7%
20 - 24 years	7.7%	8.7%	9.2%
25 - 29 years	3.9%	3.8%	3.6%
30+ years	3.1%	3.8%	3.7%
Unknown age	13.1%	12.7%	11.8%
Type of theft locations			
Residential		50.5%	47.9%
Street		26.0%	27.0%
Business/Commercial/Government Services		10.3%	11.2%
Car Park		3.6%	4.2%
Other		4.0%	3.6%

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

2019/20

SHORT-TERM VEHICLE THEFT

TRENDS

- There were 40,480 short-term thefts recorded in 2019/20 which when adjusted for late recoveries increases to 40,893. This adjusted total was 365 (or ‹1%) more than the 40,528 recorded in the previous financial year (Table 4).

- Among the larger jurisdictions, the largest increase in short-term thefts was seen in Queensland (+820 more thefts, 8%) followed by Victoria (+743 more thefts, +7%).

- Among the larger jurisdictions, the largest decreases in short-term thefts were seen in Western Australia (-10%) and New South Wales (-7%).

- The overall 1% increase in short-term thefts was driven by a 1% increase in passenger/light commercial vehicle thefts . By contrast there was a decrease of -2% for motorcycles and -1% for other vehicles.

- 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 2019/20. However that figure increases to 22% in Western Australia and South Australia. Western Australia has a slightly higher proportion of motorcycle registrations than the national figure (5.4% of Western Australia's registered fleet, compared to 4.5% nationally).

- Australia's rate of short-term motor vehicle theft in 2019/20 equates to 2.02 thefts per 1,000 registered vehicles or 1.60 thefts per 1,000 population. This remains consistent with 2018/19 rates (2.02 and 1.61 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, 2018/19 and 2019/20*

Passenger/light commercials	ACT	NSW	NT	QLD	SA	TAS	VIC	WA	AUS
Thefts in 2019/20	851	6,683	496	10,041	1,926	728	10,432	3,682	34,839
Thefts in 2019/20 adjusted for late recoveries	866	6,793	496	10,112	1,943	735	10,481	3,698	35,124
Thefts in 2018/19	782	7,190	684	9,372	1,959	791	9,775	4,091	34,644
% change**	**	-5.5%	**	7.9%	-0.8%	**	7.2%	-9.6%	1.4%
2019/20 theft rate per 1,000 registrations	2.95	1.28	3.48	2.58	1.45	1.69	2.18	1.81	1.92
2019/20 theft rate per 1,000 population	2.03	0.84	2.03	1.97	1.10	1.37	1.58	1.40	1.38
Motorcycles	ACT	NSW	NT	QLD	SA	TAS	VIC	WA	AUS
Thefts in 2019/20	56	931	47	1,006	452	134	790	1,040	4,456
Thefts in 2019/20 adjusted for late recoveries	57	972	47	1,036	459	135	821	1,054	4,581
Thefts in 2018/19	61	1,107	49	1,000	384	118	820	1,140	4,679
% change**	**	-12.2%	**	3.6%	19.5%	**	0.1%	-7.5%	-2.1%
2019/20 theft rate per 1,000 registrations	4.31	3.82	7.72	4.66	8.25	6.00	3.75	8.44	4.99
2019/20 theft rate per 1,000 population	0.13	0.12	0.19	0.20	0.26	0.25	0.12	0.40	0.18
Other vehicles	ACT	NSW	NT	QLD	SA	TAS	VIC	WA	AUS
Thefts in 2019/20	12	270	12	352	35	23	355	126	1,185
Thefts in 2019/20 adjusted for late recoveries	12	270	12	355	35	23	355	126	1,188
Thefts in 2018/19	19	297	21	311	32	17	319	189	1,205
% change**	**	-9.1%	**	14.1%	9.4%	**	11.3%	-33.3%	-1.4%
2019/20 theft rate per 1,000 registrations	2.59	1.28	1.02	1.24	0.33	0.76	1.28	0.84	1.10
2019/20 theft rate per 1,000 population	0.03	0.03	0.05	0.07	0.02	0.04	0.05	0.05	0.05
All vehicles	ACT	NSW	NT	QLD	SA	TAS	VIC	WA	AUS
Thefts in 2019/20	919	7,884	555	11,399	2,413	885	11,577	4,848	40,480
Thefts in 2019/20 adjusted for late recoveries	935	8,035	555	11,503	2,437	893	11,657	4,878	40,893
Thefts in 2018/19	862	8,594	754	10,683	2,375	926	10,914	5,420	40,528
% change**	**	-6.5%	**	7.7%	2.6%	**	6.8%	-10.0%	0.9%
2019/20 theft rate per 1,000 registrations	3.01	1.39	3.46	2.60	1.62	1.84	2.20	2.10	2.02
2019/20 theft rate per 1,000 population	2.19	0.99	2.27	2.24	1.39	1.66	1.75	1.85	1.60

* The 2019/20 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, 2019/20*

	ACT	NSW	NT	QLD	SA	TAS	VIC	WA	AUS
Passenger/light commercial vehicles									
Number of thefts	866	6,793	496	10,112	1,943	735	10,481	3,698	35,124
% of all thefts	92.6%	84.5%	89.4%	87.9%	79.7%	82.3%	89.9%	75.8%	85.9%
Number registered	293,164	5,301,391	142,631	3,921,674	1,343,205	433,688	4,797,198	2,045,846	18,278,797
% of total registrations	94.3%	91.9%	88.9%	88.5%	89.2%	89.2%	90.6%	88.2%	90.2%
Motorcycles									
Number of thefts	57	972	47	1,036	459	135	821	1,054	4,581
% of all thefts	6.1%	12.1%	8.5%	9.0%	18.8%	15.1%	7.0%	21.6%	11.2%
Number registered	13,238	254,142	6,087	222,396	55,639	22,485	218,951	124,933	917,871
% of total registrations	4.3%	4.4%	3.8%	5.0%	3.7%	4.6%	4.1%	5.4%	4.5%
Other vehicles									
Number of thefts	12	270	12	355	35	23	355	126	1,188
% of all thefts	1.3%	3.4%	2.2%	3.1%	1.4%	2.6%	3.0%	2.6%	2.9%
Number registered	4,628	211,093	11,716	285,505	107,248	30,262	278,337	149,810	1,078,599
% of total registrations	1.5%	3.7%	7.3%	6.4%	7.1%	6.2%	5.3%	6.5%	5.3%
All vehicles									
Number of thefts	935	8,035	555	11,503	2,437	893	11,657	4,878	40,893
Number registered	311,030	5,766,626	160,434	4,429,575	1,506,092	486,435	5,294,486	2,320,589	20,275,267

* The 2019/20 thefts have been adjusted for late recoveries
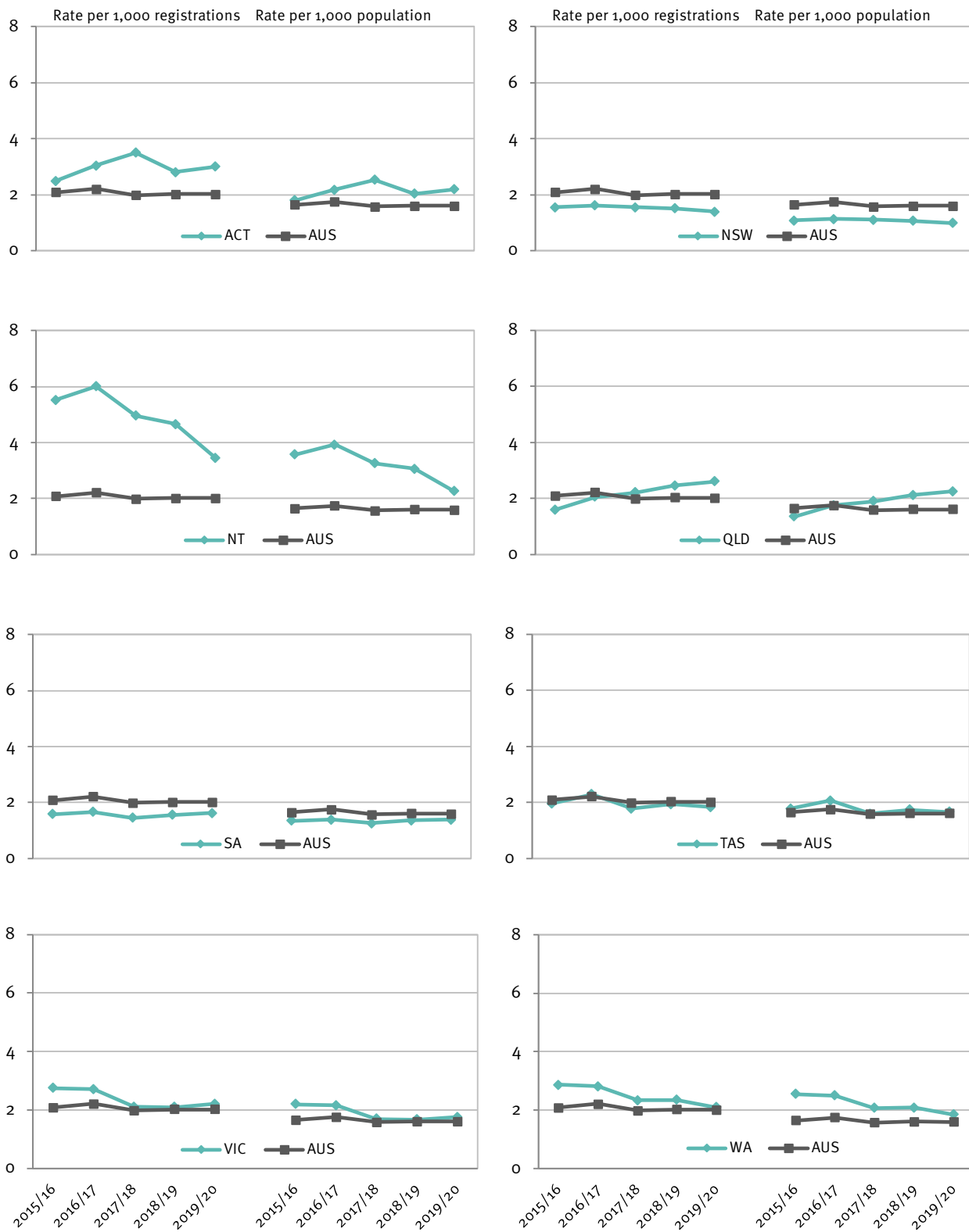
See notes 1, 2 & 5 for further information.

Table 6: Short-term theft rate per 1,000 registrations and per 1,000 population by jurisdiction, 2015/16 to 2019/20

Theft rate per 1,000 registrations	ACT	NSW	NT	QLD	SA	TAS	VIC	WA	AUS
2015/16	2.50	1.55	5.54	1.60	1.59	1.96	2.75	2.86	2.09
2016/17	3.04	1.61	6.01	2.05	1.67	2.29	2.71	2.81	2.21
2017/18	3.51	1.55	4.97	2.20	1.45	1.78	2.12	2.34	1.99
2018/19	2.81	1.51	4.67	2.45	1.56	1.93	2.09	2.35	2.02
2019/20*	3.01	1.39	3.46	2.60	1.62	1.84	2.20	2.10	2.02

Theft rate per 1,000 population	ACT	NSW	NT	QLD	SA	TAS	VIC	WA	AUS
2015/16	1.80	1.09	3.58	1.35	1.35	1.77	2.19	2.55	1.65
2016/17	2.19	1.14	3.93	1.74	1.40	2.06	2.17	2.50	1.75
2017/18	2.53	1.10	3.26	1.89	1.26	1.60	1.69	2.07	1.58
2018/19	2.04	1.07	3.07	2.12	1.36	1.74	1.67	2.08	1.61
2019/20*	2.19	0.99	2.27	2.24	1.39	1.66	1.75	1.85	1.60

* The 2019/20 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, 2015/16 to 2019/20*

* The 2019/20 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 (86%) short-term PLC thefts were manufactured from the year 2000, with a mean age of 11.3 years (Table 7).

- Similarly, motorcycles stolen in 2019/20 were also newer models with over half (53%) manufactured from 2010 onwards and an average age of only 9.2 years.

Table 7: Short-term thefts by decade of manufacture, 2019/20

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	18	0.1%	0.6%	0.16
1970s	69	0.2%	0.7%	0.56
1980s	485	1.4%	1.0%	2.67
1990s	3,934	11.3%	6.8%	3.16
2000s	13,743	39.4%	34.6%	2.17
2010s	16,107	46.2%	56.2%	1.57
2020s	70	0.2%	-	-
Unknown	413	1.2%	0.1%	3.74
Total - Passenger/light commercials	34,839	86.1%	90.2%	0.02
Motorcycles				
‹1970	8	0.2%	1.0%	0.00
1970s	12	0.3%	1.5%	0.58
1980s	37	0.8%	2.7%	0.48
1990s	194	4.4%	7.7%	0.52
2000s	1,287	28.9%	33.2%	0.64
2010s	2,336	52.4%	53.2%	2.64
2020s	12	0.3%	-	-
Unknown	570	12.8%	0.7%	371.92
Total - Motorcycles	4,456	11.0%	4.5%	0.01
Other vehicles				
‹1970	2	0.2%	1.6%	256.52
1970s	4	0.3%	3.3%	0.00
1980s	66	5.6%	8.3%	0.02
1990s	169	14.3%	13.6%	0.03
2000s	374	31.6%	31.4%	0.19
2010s	374	31.6%	41.0%	0.38
2020s	2	0.2%	-	-
Unknown	194	16.4%	0.8%	43.82
Total - Other vehicles	1,185	2.9%	5.3%	0.35

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

Figure 4: Short-term thefts by vehicle type and decade of manufacture, 2019/20

See notes 1 & 2 for further information.
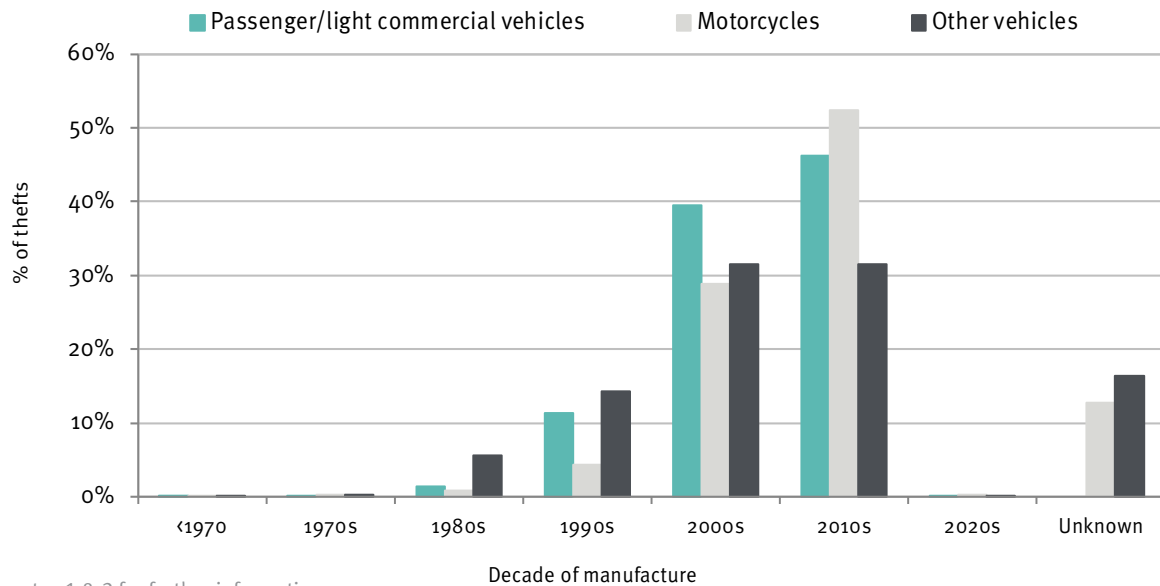
PASSENGER AND LIGHT COMMERCIAL VEHICLES

• 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, 2015/16 and 2019/20

See notes 1 & 2 for further information.
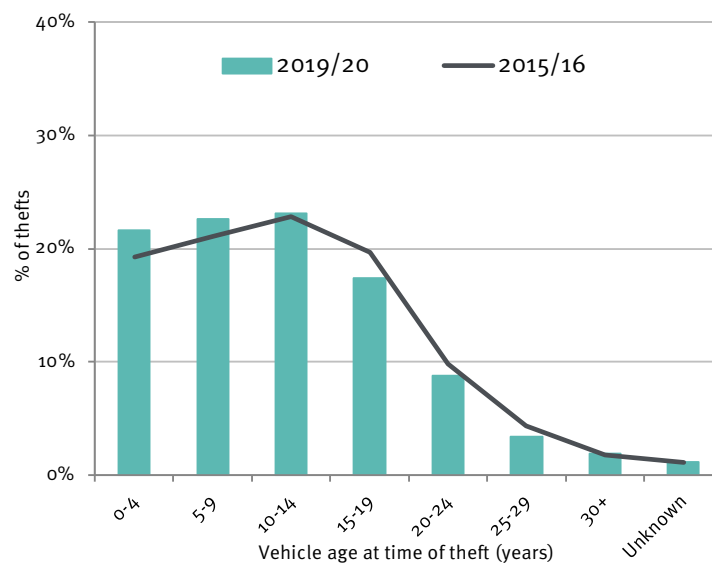
• One in 14 (7%) PLC vehicles in Australia's registered fleet do not have an immobiliser. These non-immobilised vehicles comprised almost a sixth (13%) of all PLC short-term thefts in 2019/20 (Table 8).

Table 8: Passenger/light commercial vehicle short-term thefts and registrations by immobiliser presence in each iurisdiction. 2019/20

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	674	79.2%	276,498	94.3%	2.44
Non-Australian Standard	3	0.4%	1,722	0.6%	1.74
No Immobiliser	174	20.4%	14,944	5.1%	11.64
	-	0.0%			
NSW					
Australian Standard	5,832	87.3%	4,927,731	93.0%	1.18
Non-Australian Standard	62	0.9%	35,798	0.7%	1.73
No Immobiliser	789	11.8%	337,862	6.4%	2.34
NT					
Australian Standard	429	86.5%	128,173	89.9%	3.35
Non-Australian Standard	2	0.4%	729	0.5%	2.74
No Immobiliser	65	13.1%	13,729	9.6%	4.73
QLD					
Australian Standard	9,230	91.9%	3,507,019	89.4%	2.63
Non-Australian Standard	76	0.8%	28,942	0.7%	2.63
No Immobiliser	735	7.3%	385,713	9.8%	1.91
SA					
Australian Standard	1,581	82.1%	1,184,231	88.2%	1.34
Non-Australian Standard	50	2.6%	17,651	1.3%	2.83
No Immobiliser	295	15.3%	141,323	10.5%	2.09
TAS					
Australian Standard	409	56.2%	358,163	82.6%	1.14
Non-Australian Standard	15	2.1%	5,524	1.3%	2.72
No Immobiliser	304	41.8%	70,001	16.1%	4.34
VIC					
Australian Standard	8,408	80.6%	4,435,907	92.5%	1.90
Non-Australian Standard	191	1.8%	50,091	1.0%	3.81
No Immobiliser	1,833	17.6%	311,200	6.5%	5.89
WA					
Australian Standard	3,472	94.3%	1,950,857	95.4%	1.78
Non-Australian Standard	48	1.3%	16,965	0.8%	2.83
No Immobiliser	162	4.4%	78,024	3.8%	2.08
Australia					
Australian Standard	30,035	86.2%	16,768,579	91.7%	1.79
Non-Australian Standard	447	1.3%	157,422	0.9%	2.84
No Immobiliser	4,357	12.5%	1,352,796	7.4%	3.22

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 738 thefts, followed by the Nissan Pulsar N15 MY95-00 (433 thefts). They recorded an average value of $8,460 and $2,161 respectively (Table 9).

- The combined total of the top 10 short-term passenger and light commercial theft targets in 2019/20 accounted for 11% of all PLC short-term thefts and was valued at $51 million.

Table 9: Top passenger/light commercial vehicle short-term theft targets by Make/Model/Series/Year Range, 2019/20

Ranking			Number of thefts		Sum of Glass's Guide value estimate	
2018/19	2019/20	Make Model Series Year Range	2018/19	2019/20	2018/19	2019/20
1	1	Holden Commodore VE MY06_13	749	738	$7,005,719	$6,243,620
2	2	Nissan Pulsar N15 MY95_00	574	433	$1,037,080	$935,534
3	3	Toyota Hilux MY05_11	509	415	$5,513,159	$4,080,656
9	4	Ford Ranger PX MY11+	306	363	$10,134,026	$11,521,833
19	5	Toyota Hilux MY15+	239	358	$8,603,119	$12,305,620
5	6	Holden Commodore VY MY02_04	354	338	$1,644,554	$1,465,407
7	7	Holden Captiva CG MY06+	338	310	$3,950,312	$2,964,338
6	8	Nissan Navara D40 MY05_15	341	308	$5,081,549	$4,129,690
4	9	Ford Falcon BA MY02_05	357	296	$1,721,669	$1,336,028
8	10	Toyota Hilux MY12_15	308	286	$6,971,922	$6,034,848
10	11	Holden Commodore VZ MY04_06	301	283	$1,607,000	$1,433,460
14	12	Toyota Corolla ZRE182R MY12_18	262	278	$4,888,235	$4,718,266
18	13	Mazda 3 BK MY04_09	247	270	$932,752	$861,027
12	14	Ford Falcon FG MY08_14	264	261	$2,876,743	$2,445,166
24	15	Holden Cruze JH MY11_16	205	248	$2,235,232	$2,361,892
22	16	Volkswagen Golf 1K MY04_13	209	240	$2,272,056	$2,037,685
13	17	Toyota Corolla ZRE152R MY07_14	263	233	$2,015,695	$1,461,104
15	18	Toyota Hilux MY98_04	261	231	$1,157,763	$948,625
20	19	Toyota Corolla ZZE122R MY01_07	216	221	$613,982	$586,971
49	19	Volkswagen Golf AU MY13+	130	221	$3,887,382	$6,236,324
62	20	Hyundai i30 PD MY17+	103	216	$2,538,144	$4,976,448
17	20	Holden Commodore VF MY13_17	254	216	$7,274,718	$5,563,052
11	21	Holden Commodore VX MY00_02	286	214	$1,098,067	$813,964
13	22	Mazda 3 BL MY09_14	263	208	$2,913,666	$1,957,782
25	23	Holden Colorado RG MY12+	199	201	$5,827,035	$5,379,731
23	24	Toyota Camry ASV50R MY11_17	207	198	$4,221,258	$3,555,799
27	25	Mitsubishi Triton MN MY09_15	196	195	$3,243,953	$2,957,618
30	26	Holden Rodeo RA MY03_08	178	194	$947,084	$943,721
29	27	Hyundai Accent RB MY11+	184	192	$2,297,170	$2,208,746
21	28	Toyota Hiace MY05_19	210	185	$4,901,844	$4,514,696
16	28	Nissan Navara D22 MY01_15	257	185	$2,222,911	$1,287,057
41	29	Toyota Landcruiser Prado 150 Series MY09+	146	181	$8,150,371	$10,068,554
32	29	Mitsubishi Lancer CJ MY07_15	173	181	$1,992,940	$1,764,068
15	30	Holden Commodore VT MY97_00	261	180	$901,174	$619,554

See notes 1, 2 & 10 for further information.

- Almost two fifths (37%) of PLCs stolen for short-term theft in 2019/20 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, 9% of PLC thefts were valued between $30,000 and $49,999 and only 3% were valued at $50,000 or more (Table 10).

- Theft of large passenger vehicles is being less prevalent reducing from 20% to 13% from 2015/16 to 2019/20. However, despite this decrease they are still over represented amongst theft targets as they made up only 8% of the registered fleet in 2019/20 (Figure 6).

- Compared to five years ago, the proportion of SUVs and light commercial utilities as short-term theft targets have increased (SUVs up from 16% to 24%). However, small passenger vehicles continued to make up the majority of all PLC short-term thefts in 2019/20 (28%). (Table 11).

Table 10: Short-term passenger and light commercial thefts by Glass's Guide value estimates, 2019/20

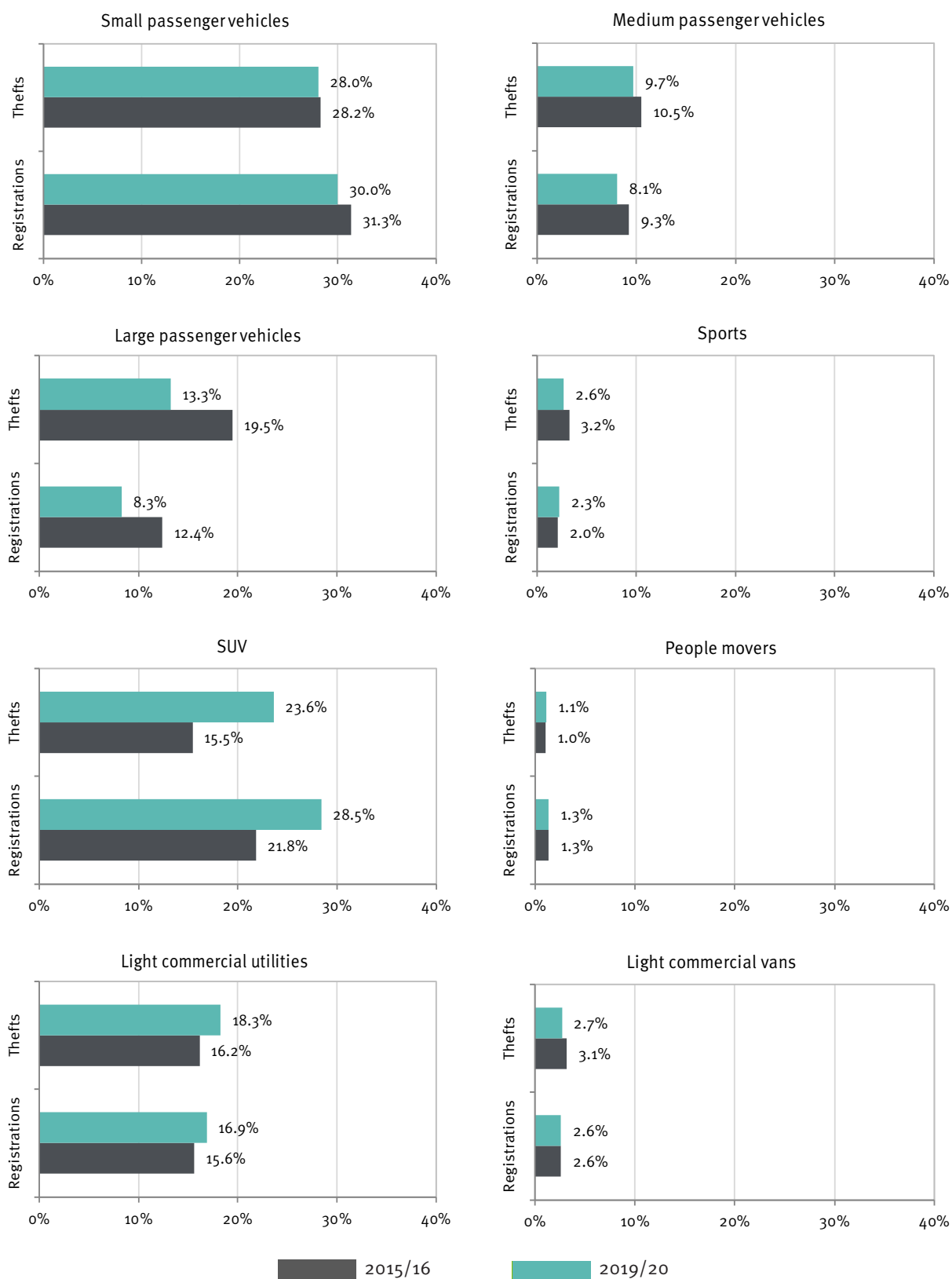| Vehicle value categories	Number of thefts in past 12 months	% of thefts in past 12 months	Total estimated Glass's guide value	% of total estimated Glass's guide values
› $0 to ‹ $5,000	12,713	36.5%	$38,465,979	7.9%
$5,000 to ‹ $10,000	6,890	19.8%	$48,622,425	10.0%
$10,000 to ‹ $20,000	6,655	19.1%	$97,282,915	20.0%
$20,000 to ‹ $30,000	4,306	12.4%	$104,155,337	21.4%
$30,000 to ‹ $50,000	3,230	9.3%	$119,485,934	24.5%
$50,000+	1,045	3.0%	$79,335,684	16.3%
Grand total	34,839	100.0%	$487,348,274	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, 2018/19 and 2019/20

Vehicle segment	Number of thefts		% of thefts		Theft rate per 1,000 registrations	
	2018/19	2019/20	2018/19	2019/20	2018/19	2019/20
Small passenger	9,586	9,754	27.7%	28.0%	1.74	1.78
Medium passenger	3,437	3,370	9.9%	9.7%	2.26	2.29
Large passenger	5,001	4,619	14.4%	13.3%	3.00	3.04
Sports	983	922	2.8%	2.6%	2.44	2.24
SUV	7,495	8,234	21.6%	23.6%	1.55	1.58
People mover	396	378	1.1%	1.1%	1.65	1.57
Light commercial utility	6,503	6,360	18.8%	18.3%	2.17	2.06
Light commercial van	999	940	2.9%	2.7%	2.14	1.99
Motor home	16	18	0.0%	0.1%	0.60	0.67
Unknown passenger	228	244	0.7%	0.7%	0.57	0.67

See notes 1, 2 & 3 for further information.

Figure 6: Short-term passenger/light commercial vehicle thefts and registrations by vehicle segment, 2015/16 and 2019/20

Small passenger vehicles

	2019/20	2015/16
Thefts	28.0%	28.2%
Registrations	30.0%	31.3%

Medium passenger vehicles

	2019/20	2015/16
Thefts	9.7%	10.5%
Registrations	8.1%	9.3%

Large passenger vehicles

	2019/20	2015/16
Thefts	13.3%	19.5%
Registrations	8.3%	12.4%

Sports

	2019/20	2015/16
Thefts	2.6%	3.2%
Registrations	2.3%	2.0%

SUV

	2019/20	2015/16
Thefts	23.6%	15.5%
Registrations	28.5%	21.8%

People movers

	2019/20	2015/16
Thefts	1.1%	1.0%
Registrations	1.3%	1.3%

Light commercial utilities

	2019/20	2015/16
Thefts	18.3%	16.2%
Registrations	16.9%	15.6%

Light commercial vans

	2019/20	2015/16
Thefts	2.7%	3.1%
Registrations	2.6%	2.6%

2015/16   2019/20

See notes 1 & 2 for further information.

## Table 12: Top short-term passenger/light commercial vehicle theft targets, 2018/19 and 2019/20

Segment / Make model series year	Number of thefts	
	2018/19	2019/20
Small passenger		
Nissan Pulsar N15 MY95_00	574	433
Toyota Corolla ZRE182R MY12_18	262	278
Mazda 3 BK MY04_09	247	270
Medium passenger		
Toyota Camry ASV50R MY11_17	207	198
Toyota Camry ACV40R MY06_12	168	174
Toyota Camry ACV36R MY02_06	152	131
Large passenger		
Holden Commodore VE MY06_13	749	738
Holden Commodore VY MY02_04	354	338
Ford Falcon BA MY02_05	357	296
Sports		
Toyota 86 ZN6 MY12+	20	30
Subaru Impreza WRX MY08_14	22	30
Ford Mustang MY15_18	34	29
SUV		
Holden Captiva CG MY06+	338	310
Toyota Landcruiser Prado 150 Series MY09+	146	181
Ford Territory SY MY05_11	164	178
People mover		
Kia Carnival YP MY15+	26	39
Kia Grand Carnival VQ MY06_15	31	35
Toyota Tarago ACR30R MY00_06	25	26
Light commercial utility		
Toyota Hilux MY05_11	509	415
Ford Ranger PX MY11+	306	363
Toyota Hilux MY15+	239	358
Light commercial van		
Toyota Hiace MY05_19	209	185
Toyota Hiace MY90_04	150	172
Mitsubishi Express SJ MY94_14	71	67

See notes 1 & 2 for further information.

MOTORCYCLES

- Compared to five years ago, the age profile of motorcycle thefts has shifted from vehicles aged 0-9 years old to 10-19 years old (Figure7).

Figure 7: Short-term motorcycle thefts by age of vehicle, 2015/16 and 2019/20
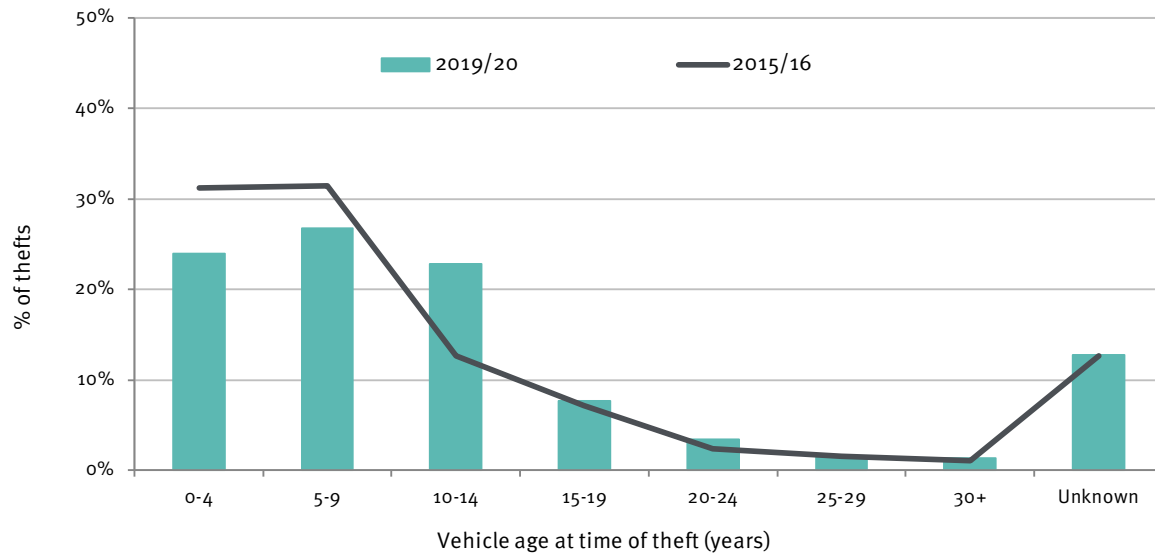
See notes 1 & 2 for further information.

Table 13: Short-term motorcycle thefts by market segment, 2018/19 and 2019/20

Vehicle segment	Number of thefts		% of thefts	
	2018/19	2019/20	2018/19	2019/20
On-road	2,725	2,736	58.2%	61.4%
- Standard	328	318	7.0%	7.1%
- Sports	896	856	19.1%	19.2%
- Touring	97	101	2.1%	2.3%
- Cruiser	109	106	2.3%	2.4%
- Scooter	1,121	1180	24.0%	26.5%
- Electric	-	2	0.0%	0.0%
- Unknown	174	173	3.7%	3.9%
Off-road	835	701	17.8%	15.7%
- ATV	133	92	2.8%	2.1%
- Dirt	130	126	2.8%	2.8%
- Sport	338	285	7.2%	6.4%
- Mini	43	33	0.9%	0.7%
- Electric	-	1	0.0%	0.0%
- Unknown	191	164	4.1%	3.7%
Unknown motorcycle	1119	1019	23.9%	22.9%
Total motorcycles	4,679	4,456	100.0%	100.0%

See notes 1 & 2 for further information.

- Where make was recorded, just over one in five (22%) of the motorcycles stolen for short-term use in 2019/20 were manufactured by Honda (Table 14).

- The top four motorcycle theft makes - Honda, Yamaha, Kawasaki and Suzuki - comprised more than half (57%) of the known motorcycle short-term thefts in 2019/20.

- Kymco and Kawasaki had the largest increase in motorcycle short-term theft up +21 thefts (+14%) and +18 thefts (+4%), while Honda and Suzuki had the greatest reductions, down 92 thefts (-9%) and 33 thefts (-8%).

Table 14: Top motorcycle short-term theft targets by make, 2018/19 and 2019/20

Ranking			Number of thefts		% of thefts	
2018/19	2019/20	Make	2018/19	2019/20	2018/19	2019/20
1	1	Honda	1044	952	23.0%	22.0%
2	2	Yamaha	698	687	15.4%	15.9%
3	3	Kawasaki	437	455	9.6%	10.5%
4	4	Suzuki	425	392	9.4%	9.0%
5	5	KTM	268	256	5.9%	5.9%
6	6	SYM	196	202	4.3%	4.7%
7	7	Kymco	147	168	3.2%	3.9%
8	8	Piaggio	131	140	2.9%	3.2%
9	9	Triumph	117	103	2.6%	2.4%
11	10	Longjia	98	95	2.2%	2.2%
10	11	Hyosung	116	89	2.6%	2.1%
13	12	Aprilia	62	60	1.4%	1.4%
16	12	Vespa	47	60	1.0%	1.4%
12	13	Harley Davidson	73	59	1.6%	1.4%
15	14	BMW	49	55	1.1%	1.3%
14	15	Ducati	53	53	1.2%	1.2%
19	16	Bolwell	40	46	0.9%	1.1%
13	17	Husqvarna	62	40	1.4%	0.9%
18	18	Vmoto	41	39	0.9%	0.9%
14	19	TGB	53	36	1.2%	0.8%
18	20	Adly	41	28	0.9%	0.6%
17	21	CFMoto	44	27	1.0%	0.6%
20	22	Bollini	32	23	0.7%	0.5%
25	23	Daelim	10	15	0.2%	0.3%
21	23	Polaris	19	15	0.4%	0.3%
24	23	Znen	12	15	0.3%	0.3%
22	23	Baotian	15	15	0.3%	0.3%
28	24	Benelli	7	14	0.2%	0.3%
23	25	Can-Am	13	13	0.3%	0.3%
31	26	Braaap	4	11	0.1%	0.3%
26	27	Royal Enfield	9	10	0.2%	0.2%
30	28	Sherco	5	9	0.1%	0.2%
28	28	Torino	7	9	0.2%	0.2%
23	29	PGO	13	8	0.3%	0.2%
28	29	Husaberg	7	8	0.2%	0.2%
31	30	Jiajue	4	7	0.1%	0.2%
32	30	Motoguzzi	3	7	0.1%	0.2%

See notes 1, 2 & 10 for further information.

Table 15: Top motorcycle short-term theft targets by make and model, 2018/19 and 2019/20

Motorcycle Make and Model	Segment	Short-term thefts	
		2018/19	2019/20
Kawasaki Ninja 300 296cc MY12_18	On-road sport	58	63
Yamaha YZF-R3 321cc MY15+	On-road sport	29	53
Honda CB125E 124cc MY12+	On-road standard	42	50
Yamaha WR450 449cc MY03+	Off-road sport	45	48
Suzuki DR-Z400 398cc MY00+	Off-road dirt	57	43
Honda CT110 105cc MY80_16	On-road standard	55	42
Honda Grom MSX125 124cc MY13+	On-road standard	36	41
Piaggio Zip 50 50cc MY03+	On-road scooter	32	33
Hyosung GT650 647cc MY03_17	On-road sport	39	33
Honda CBR250R 249cc MY11_14	On-road sport	36	29
Yamaha YZF-R15 149cc MY11_17	On-road sport	24	29
Honda CBR500R 471cc MY13+	On-road sport	25	28
Yamaha YZF-R1 998cc MY98+	On-road sport	38	26
Kawasaki Ninja 250R 249cc MY07_12	On-road sport	32	24
Honda Dio NSC110 110cc MY11+	On-road scooter	12	24
KTM RC390 373cc MY14+	On-road sport	17	23
Kawasaki Ninja 650R 649cc MY06+	On-road sport	15	22
SYM Orbit 125 124cc MY17_18	On-road scooter	24	22
Suzuki GS500 487cc MY89_12	On-road standard	23	21
KTM 390 Duke 375cc MY13+	On-road touring	16	21
Suzuki GSX-R600 599cc MY97+	On-road sport	22	20
Honda CBR125R 125cc MY07_12	On-road sport	13	20
Hyosung GT250 249cc MY02_14	On-road sport	33	20
Yamaha WR250 249cc MY90+	Off-road sport	16	19
Yamaha YZF-R6 599cc MY98+	On-road sport	18	19

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 2019/20 (Table 16).

- The majority (88%) of motorcycles stolen for short-term use in 2019/20 were registered (Table 17).

Table 16: Short-term motorcycle thefts by engine capacity, 2018/19 and 2019/20

Engine capacity	Number of thefts		% of thefts	
	2018/19	2019/20	2018/19	2019/20
50 cc or less	594	525	12.7%	11.8%
51 - 100 cc	35	25	0.7%	0.6%
101 - 150 cc	605	656	12.9%	14.7%
151 - 200 cc	100	91	2.1%	2.0%
201 - 250 cc	513	471	11.0%	10.6%
251 - 500 cc	638	643	13.6%	14.4%
501 - 750 cc	551	522	11.8%	11.7%
751 - 1000 cc	273	248	5.8%	5.6%
1001 cc or more	130	131	2.8%	2.9%
Electric	0	3	0.0%	0.1%
Unknown motorcycle	1,240	1,141	26.5%	25.6%

See notes 1 & 2 for further information.

Table 17: Short-term motorcycle thefts by registration status. 2018/19 and 2019/20

Registration Status	Number of thefts		% of thefts	
	2018/19	2019/20	2018/19	2019/20
Registered	4,006	3,905	85.6%	87.6%
Unregistered	673	551	14.4%	12.4%
Grand Total	4,679	4,456	100.0%	100.0%

See notes 1 & 2 for further information.

OTHER VEHICLES

- When compared to 2015/16, there has been a slight shift from other vehicle theft targets aged 5-9 and 25-29 years old to 0-4 and 10-24 years (Figure 8).

- Almost three in five (62%) of the short-term other vehicle thefts in 2019/20 were heavy trucks (Table 18).

- Tractors and excavators made up the greatest proportion of heavy plant and equipment thefts, with 14% and 11% respectively.

Figure 8: Short-term other vehicle thefts by age of vehicle, 2015/16 and 2019/20
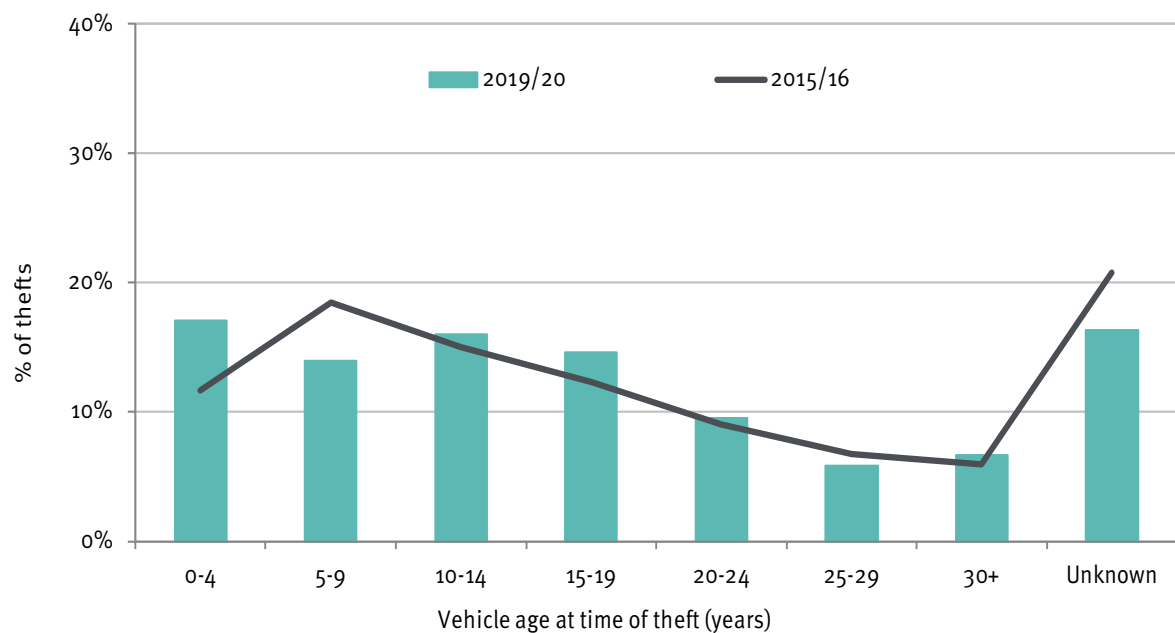
See notes 1 & 2 for further information.

**Table 18: Short-term other vehicle theft by segment, 2018/19and 2019/20**

Engine capacity	Number of thefts		% of thefts	
	2018/19	2019/20	2018/19	2019/20
Heavy plant and equipment	231	225	19.2%	19.0%
- Tractor	43	31	19%	14%
- Excavator	40	25	17%	11%
- Skidsteer	25	23	11%	10%
- Forklift	19	23	8%	10%
- Mower	8	8	3%	4%
- Loader	4	8	2%	4%
- Backhoe	3	5	1%	2%
- Roller	2	5	1%	2%
- Bulldozer	2	4	1%	2%
- Grader	1	1	0%	0%
- Sweeper	1	1	0%	0%
- Crane	1	0	0%	0%
- Unknown	82	91	35%	40%
- Subtotal: Heavy plant and equipment	231	225	100%	100%
Heavy truck	741	736	61.5%	62.1%
Heavy unknown	1	6	0.1%	0.5%
Bus	129	99	10.7%	8.4%
Other - not elsewhere classified	35	48	2.9%	4.1%
Unknown body type	68	71	5.6%	6.0%

See notes 1 & 2 for further information.

WHEN WERE THEY STOLEN?

- On average, there were 3,373 short-term thefts per month across Australia in 2019/20. This included 2,903 PLC thefts, 371 motorcycles thefts and 99 other vehicle thefts.

- Averaged over the past five years, the number of short-term thefts were generally lower in the months of April through to 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 2019/20 the highest number of thefts were recorded in March (4,082 thefts) and the lowest was in June (2,139).
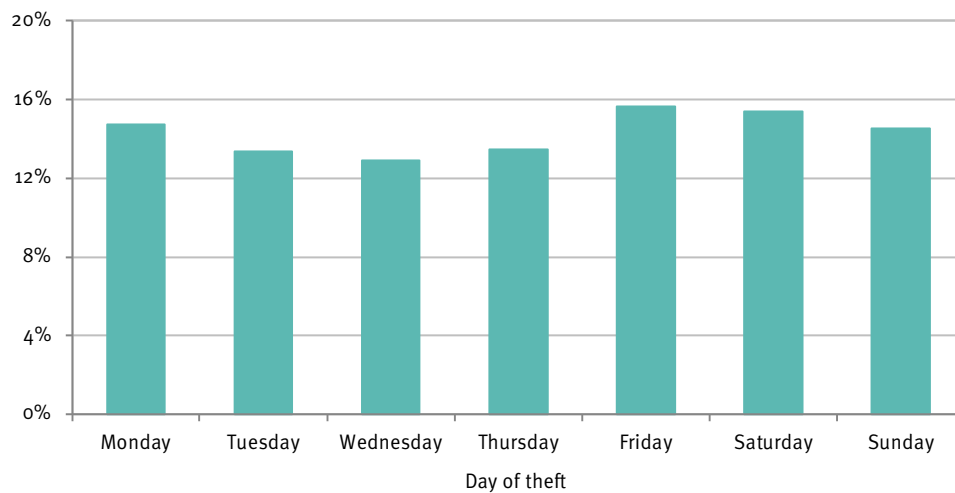
Figure 9: **Number of short-term thefts by month stolen, 2015/16 to 2019/20**
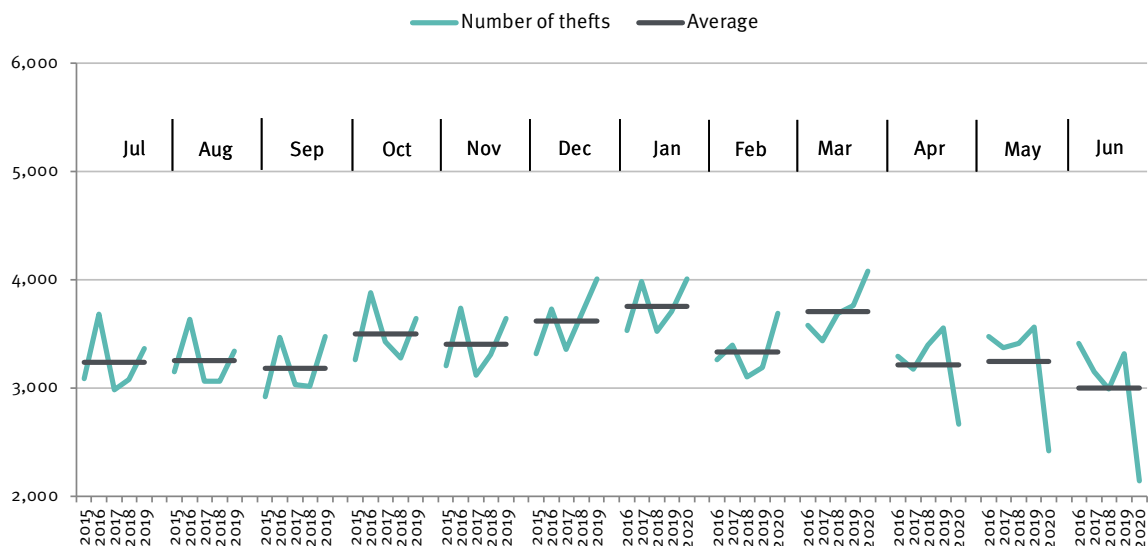
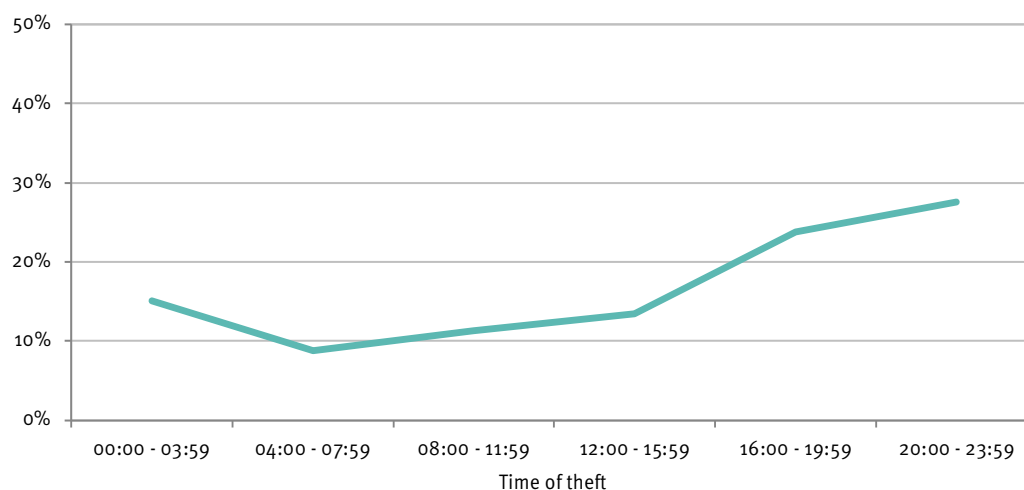

See note 1 for further information.

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

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

Figure 10: Number of short-term thefts by day of week, 2019/20

See note 1 for further information.

Figure 11: Number of short-term thefts by time of day, 2019/20

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 shorter than PLCs, with 36% recovered within 24 hours of theft and 72% recovered within seven days. Motorcycles took slightly longer to be recovered with 57% after seven days and 67% after 14 days (Table 19).

Table 19: Time to recovery of short-term thefts, 2019/20

Time interval between theft and recovery	Number of thefts	Cumulative % of recovered vehicles
Passenger and light commercials		
Less than 1 day	10,956	31.4%
1 day	4,496	44.4%
2 days	2,610	51.8%
3 days	1,805	57.0%
4 days	1,399	61.0%
5 days	1,130	64.3%
6 days	1,001	67.2%
7 days	772	69.4%
8 days	631	71.2%
9 days	610	72.9%
10 days	542	74.5%
11 days	442	75.8%
12 days	380	76.9%
13 days	374	77.9%
14 days	356	78.9%
15 to 30 days	3,104	87.9%
31 to 60 days	2,063	93.8%
61 to 90 days	900	96.4%
91 to 180 days	837	98.8%
181 to 365 days	343	99.7%
Unknown	88	100.0%
Motorcycles		
Less than 1 day	1,088	24.4%
1 day	482	35.2%
2 days	278	41.5%
3 days	181	45.5%
4 days	169	49.3%
5 days	134	52.3%
6 days	107	54.7%
7 days	109	57.2%
8 days	87	59.1%
9 days	59	60.5%
10 days	71	62.1%
11 days	54	63.3%
12 days	45	64.3%
13 days	45	65.3%
14 days	59	66.6%
15 to 30 days	457	76.9%
31 to 60 days	434	86.6%
61 to 90 days	210	91.3%
91 to 180 days	272	97.4%
181 to 365 days	89	99.4%
Unknown	26	100.0%

Table 19: Time to recovery of short-term thefts, 2019/20 (cont.)

Time interval between theft and recovery	Number of thefts	Cumulative % of recovered vehicles
Other vehicles		
Less than 1 day	430	36.3%
1 day	133	47.5%
2 days	99	55.9%
3 days	65	61.4%
4 days	42	64.9%
5 days	39	68.2%
6 days	24	70.2%
7 days	21	72.0%
8 days	18	73.5%
9 days	13	74.6%
10 days	7	75.2%
11 days	16	76.5%
12 days	7	77.1%
13 days	12	78.1%
14 days	14	79.3%
15 to 30 days	93	87.2%
31 to 60 days	72	93.2%
61 to 90 days	30	95.8%
91 to 180 days	34	98.6%
181 to 365 days	13	99.7%
Unknown	3	100.0%

See notes 1, 2 & 6 for further information.

WHERE WERE THEY STOLEN?

- The top local government areas (LGA) for short- term thefts (by volume) were the large and densely populated Cities of Brisbane (2,703 thefts) and the Gold Coast (1,684 thefts) (Table 20).

Table 20: Top 50 areas for short-term thefts ranked by number of thefts, 2018/19 and 2019/20

State / Territory	LGA name	Number of thefts		Theft rate per 1,000 population	
		2018/19	2019/20	2018/19	2019/20
QLD	Brisbane (City)	2,432	2,703	1.98	2.16
QLD	Gold Coast (City)	1,498	1,684	2.47	2.71
QLD	Logan (City)	1,022	1,235	3.13	3.69
ACT	Greater ACT	853	916	2.03	2.15
QLD	Moreton Bay (Regional Council)	955	881	2.08	1.88
QLD	Townsville (City)	693	770	3.57	3.95
VIC	Hume (City)	756	707	3.37	3.03
QLD	Cairns (Regional Council)	562	619	3.40	3.71
VIC	Casey (City)	641	552	1.88	1.56
VIC	Moreland (City)	480	532	2.64	2.86
VIC	Melbourne (City)	452	495	2.65	2.77
VIC	Brimbank (City)	396	474	1.90	2.26
VIC	Greater Dandenong (City)	524	471	3.15	2.80
QLD	Ipswich (City)	417	468	1.95	2.11
VIC	Greater Geelong (City)	421	465	1.67	1.80
VIC	Darebin (City)	490	458	3.03	2.79
QLD	Sunshine Coast (Regional Council)	457	419	1.43	1.28
VIC	Whittlesea (City)	512	403	2.29	1.75
WA	Stirling (City)	441	399	2.00	1.81
VIC	Wyndham (City)	257	398	1.01	1.47
VIC	Ballarat (City)	341	396	3.18	3.62
NSW	Newcastle (City)	450	396	2.74	2.39
NSW	Central Coast (City)	468	385	1.37	1.12
NSW	Blacktown (City)	428	375	1.17	1.00
QLD	MacKay (Regional Council)	305	375	2.62	3.21
VIC	Yarra (City)	335	365	3.40	3.60
VIC	Monash (City)	262	362	1.31	1.78
SA	Salisbury (City)	337	342	2.36	2.38
QLD	Toowoomba (Regional Council)	413	332	2.46	1.96
VIC	Port Phillip (City)	292	329	2.58	2.85
NSW	Canterbury-Bankstown (Area)	313	310	0.84	0.82
SA	Playford (City)	245	296	2.62	3.12
VIC	Boroondara (City)	213	289	1.17	1.58
WA	Swan (City)	276	287	1.93	1.95
NSW	Lake Macquarie (City)	300	285	1.47	1.38
NSW	Wollongong (City)	317	278	1.47	1.27
VIC	Whitehorse (City)	232	273	1.32	1.53
VIC	Maribyrnong (City)	222	265	2.43	2.84
NSW	Fairfield (City)	233	260	1.11	1.23
TAS	Launceston (City)	200	260	2.96	3.82
NSW	Penrith (City)	247	257	1.18	1.21
VIC	Knox (City)	247	257	1.51	1.56
VIC	Kingston (City)	247	255	1.51	1.54
NSW	Liverpool (City)	258	255	1.16	1.12
VIC	Frankston (City)	273	255	1.92	1.79
VIC	Moonee Valley (City)	225	253	1.76	1.94
WA	Gosnells (City)	265	252	2.15	2.03
SA	Port Adelaide Enfield (City)	269	250	2.13	1.96
WA	Wanneroo (City)	310	246	1.52	1.18
QLD	Rockhampton (Regional Council)	175	242	2.16	2.97

See notes 1, 3 & 12 for further information.

- When expressed as a rate per 1,000 population, the top theft areas were the Shire of Broome (10.47 thefts per 1,000 population), the Shire of East Pilbara (10.43) and the City of Adelaide (6.09) (Table 21).

Table 21: Top 50 areas for short-term thefts ranked by theft rate per 1,000 population, 2018/19 and 2019/20

State / Territory	LGA name	Number of thefts		Theft rate per 1,000 population	
		2018/19	2019/20	2018/19	2019/20
WA	Broome (Shire)	228	177	13.45	10.47
WA	East Pilbara (Shire)	60	114	5.47	10.43
SA	Adelaide (City)	114	155	4.60	6.09
QLD	Mount Isa (City)	96	104	5.09	5.59
NT	Alice Springs (Town)	175	147	6.60	5.57
WA	Port Hedland (Town)	111	84	7.41	5.55
WA	Perth (City)	158	125	5.70	4.34
NSW	Moree Plains (Area)	52	53	3.90	4.00
QLD	Townsville (City)	693	770	3.57	3.95
WA	Belmont (City)	178	164	4.29	3.90
WA	Fremantle (City)	107	120	3.47	3.86
TAS	Launceston (City)	200	260	2.96	3.82
QLD	Cairns (Regional Council)	562	619	3.40	3.71
QLD	Logan (City)	1022	1235	3.13	3.69
NSW	Albury (City)	111	200	2.07	3.68
VIC	Ballarat (City)	341	396	3.18	3.62
VIC	Yarra (City)	335	365	3.40	3.60
NSW	Dubbo Regional (Area)	192	193	3.61	3.59
QLD	MacKay (Regional Council)	305	375	2.62	3.21
SA	Playford (City)	245	296	2.62	3.12
VIC	Hume (City)	756	707	3.37	3.03
QLD	Rockhampton (Regional Council)	175	242	2.16	2.97
VIC	Moreland (City)	480	532	2.64	2.86
NSW	Orange (City)	163	121	3.88	2.85
WA	Kalgoorlie-Boulder (City)	136	84	4.53	2.85
VIC	Port Phillip (City)	292	329	2.58	2.85
VIC	Maribyrnong (City)	222	265	2.43	2.84
TAS	Glenorchy (City)	159	135	3.34	2.81
VIC	Greater Dandenong (City)	524	471	3.15	2.80
VIC	Darebin (City)	490	458	3.03	2.79
VIC	Melbourne (City)	452	495	2.65	2.77
VIC	Mildura (Rural City)	79	152	1.42	2.73
QLD	Gold Coast (City)	1498	1684	2.47	2.71
VIC	Greater Shepparton (City)	184	179	2.79	2.69
WA	Bassendean (Town)	45	41	2.86	2.59
NSW	Armidale Regional (Area)	60	79	1.96	2.57
QLD	Western Downs (Regional Council)	61	89	1.77	2.57
NSW	Wagga Wagga (City)	204	165	3.15	2.53
WA	Victoria Park (Town)	103	91	2.82	2.46
TAS	Northern Midlands (Municipality)	21	33	1.58	2.46
NSW	Cowra (Area)	20	31	1.57	2.43
NT	Darwin (City)	272	201	3.22	2.43
NSW	Newcastle (City)	450	396	2.74	2.39
SA	Salisbury (City)	337	342	2.36	2.38
WA	Bunbury (City)	93	74	2.93	2.34
WA	Esperance (Shire)	31	33	2.17	2.32
VIC	Brimbank (City)	396	474	1.90	2.26
VIC	Latrobe (City)	140	169	1.86	2.24
WA	Karratha (City)	98	50	4.37	2.20
NSW	Broken Hill (City)	31	38	1.75	2.17

See notes 1, 3 & 13 for further information.

- The largest increase in short-term thefts was recorded in the City of Brisbane, Queensland (+271 thefts), and the greatest reduction was seen in the City of Whittlesea, Victoria (-109 thefts) (Table 20).

Table 22: Top areas with the largest reduction and largest increase in short-term thefts, by jurisdiction, 2019/20

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)**		
Pearce	-26	24	Kambah	19	31
O'Malley	-14	12	Majura	18	45
Kowen	-9	6	Phillip	18	24
NSW (LGA)			**NSW (LGA)**		
Sydney (City)	-101	201	Albury (City)	89	200
Central Coast (City)	-83	385	Byron (Area)	45	68
Randwick (City)	-69	76	The Hills Shire (Area)	35	130
NT (LGA)			**NT (LGA)**		
Darwin (City)	-71	201	Victoria Daly (Regional Council)	4	10
Palmerston (City)	-39	73	Coomalie (Shire)	1	3
Alice Springs (Town)	-28	147	East Arnhem (Regional Council)	1	16
QLD (LGA)			**QLD (LGA)**		
Toowoomba (Regional Council)	-81	332	Brisbane (City)	271	2,703
Moreton Bay (Regional Council)	-74	881	Logan (City)	213	1,235
Sunshine Coast (Regional Council)	-38	419	Gold Coast (City)	186	1,684
SA (LGA)			**SA (LGA)**		
Onkaparinga (City)	-30	172	Playford (City)	51	296
Tea Tree Gully (City)	-28	90	Adelaide (City)	41	155
Copper Coast (District Council)	-19	9	Marion (City)	30	130
Port Adelaide Enfield (City)	-19	250	West Torrens (City)	30	122
TAS (LGA)			**TAS (LGA)**		
Clarence (City)	-40	99	Launceston (City)	60	260
Brighton (Municipality)	-28	36	Huon Valley (Municipality)	16	27
Glenorchy (City)	-24	135	Northern Midlands (Municipality)	12	33
VIC (LGA)			**VIC (LGA)**		
Whittlesea (City)	-109	403	Wyndham (City)	141	398
Casey (City)	-89	552	Monash (City)	100	362
Banyule (City)	-58	163	Brimbank (City)	78	474
WA (LGA)			**WA (LGA)**		
Wanneroo (City)	-64	246	East Pilbara (Shire)	54	114
Kalgoorlie-Boulder (City)	-52	84	South Perth (City)	38	92
Broome (Shire)	-51	177	Busselton (City)	20	48
			Derby-West Kimberley (Shire)	20	96

See note 1 for further information.

- Three in every five (61%) short-term passenger and light commercial thefts in 2019/20 were recovered within the same LGA as the theft. A further 31% were recovered in a different LGA but within the same jurisdiction and 1% were recovered interstate. In 7% 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, 2019/20

Theft and recovery locations	Number of thefts	% of thefts
Passenger and light commercials		
Theft recovered within the same LGA as the theft	12,144	61.1%
Theft recovered in a different LGA in the same state	6,096	30.7%
Theft recovered interstate	247	1.2%
Unknown	1,387	7.0%
Total	19,874	100.0%
Motorcycles		
Theft recovered within the same LGA as the theft	1,700	66.1%
Theft recovered in a different LGA in the same state	698	27.2%
Theft recovered interstate	7	0.3%
Unknown	165	6.4%
Total	2,570	100.0%
Other vehicles		
Theft recovered within the same LGA as the theft	409	59.1%
Theft recovered in a different LGA in the same state	207	29.9%
Theft recovered interstate	6	0.9%
Unknown	70	10.1%
Total	692	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 33% were recovered outside of the theft suburb but within 10 kms of the theft location (Table 24).

- A greater proportion of motorcycles were recovered within the same suburb as the theft (40%) and another 26% were recovered outside of the theft suburb but within 10 kms of the theft location.

- On average, vehicles stolen in metropolitan areas were recovered 18.8 kms away and 40.2 kms in non-metropolitan areas.

Table 24: Distance between short-term passenger and light commercial thefts and recoveries for selected jurisdictions, 2019/20

Distance between thefts and recovery	Number of thefts	% of thefts
Passenger and light commercials		
Same suburb	5,258	25.4%
› 0 to ‹ 5 kms	3,709	17.9%
5 to ‹ 10 kms	3,021	14.6%
10 to ‹ 25 kms	3,839	18.5%
25 to ‹ 50 kms	1,756	8.5%
50 to ‹ 100 kms	970	4.7%
100 to ‹ 250 kms	592	2.9%
250 kms+	480	2.3%
Unknown	1,100	5.3%
Grand Total	20,725	100.0%
Motorcycles		
Same suburb	1,060	40.4%
› 0 to ‹ 5 kms	409	15.6%
5 to ‹ 10 kms	282	10.7%
10 to ‹ 25 kms	403	15.3%
25 to ‹ 50 kms	210	8.0%
50 to ‹ 100 kms	79	3.0%
100 to ‹ 250 kms	30	1.1%
250 kms+	16	0.6%
Unknown	137	5.2%
Grand Total	2,626	100.0%
Other vehicles		
Same suburb	250	35.5%
› 0 to ‹ 5 kms	101	14.3%
5 to ‹ 10 kms	68	9.7%
10 to ‹ 25 kms	107	15.2%
25 to ‹ 50 kms	67	9.5%
50 to ‹ 100 kms	29	4.1%
100 to ‹ 250 kms	18	2.6%
250 kms+	11	1.6%
Unknown	53	7.5%
Grand Total	704	100.0%

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

- In 2019/20, more than half (55%) of all short-term thefts occurred at a residential location (e.g. dwelling or residential shed/garage). The second most common theft location was the street with 22% of thefts (Table 25).
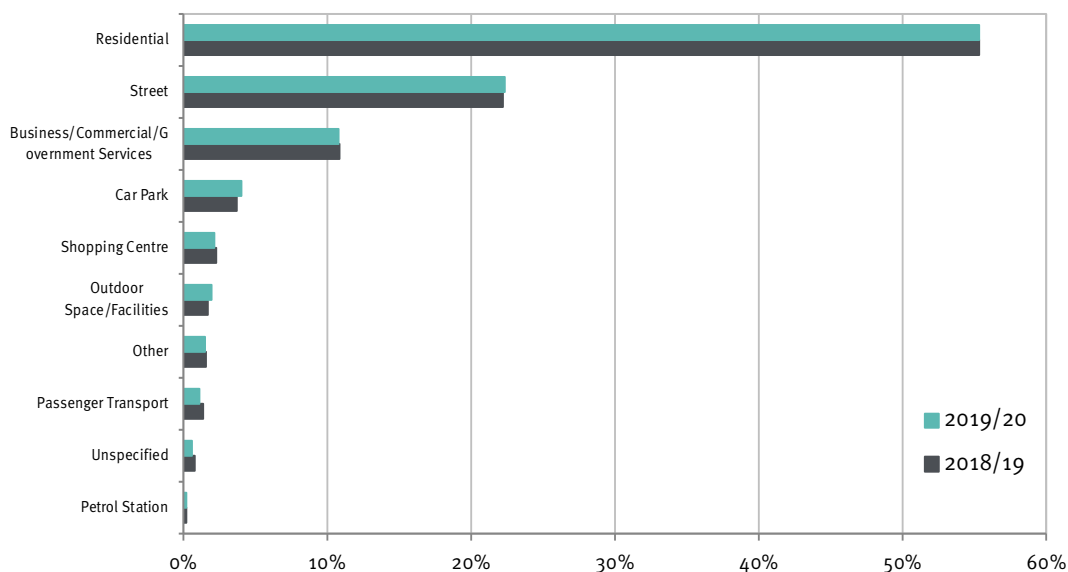
Table 25: Short-term thefts by type of location, 2019/20

| Type of theft location	Number of thefts	% of thefts
Residential	19,756	55.3%
Street	7,966	22.3%
Business/Commercial/Government Services	3,849	10.8%
Car Park	1,433	4.0%
Shopping Centre	778	2.2%
Outdoor Space/Facilities	688	1.9%
Other	545	1.5%
Passenger Transport	405	1.1%
Unspecified	218	0.6%
Petrol Station	70	0.2%
Grand Total	35,708	100.0%

See notes 1 & 4 for further information.

- Compared to the previous financial year, there were no changes to the location of theft with over half (55) of vehicles still being stolen from a residential location (Figure 12).

- The 2019/20 period revealed that motorcycles were more likely to be stolen from a residential dwelling or residential shed/garage than PLCs (58% compared to 56% respectively) and less likely to be stolen from the street (20% compared to 23%) (Figure 13).

- The proportion of short-term thefts from metropolitan areas ranges from a high of almost 100% in the Australian Capital Territory and 87% in South Australia to a low of 47% in Tasmania (Figure 14).

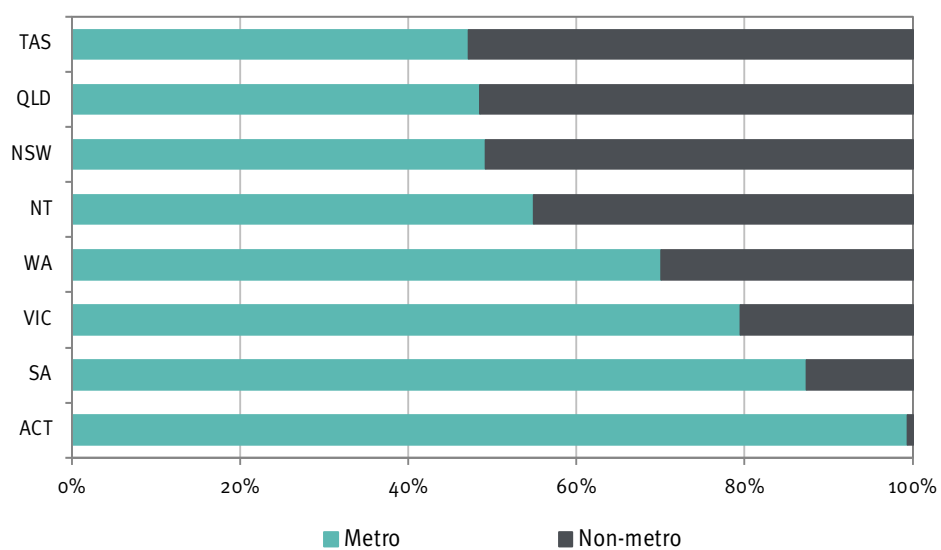**Figure 12: Short-term thefts by top location types, 2018/19 and 2019/20**

See notes 1 & 4 for further information.

Figure 13: Short-term thefts by top location types and vehicle types, 2019/20
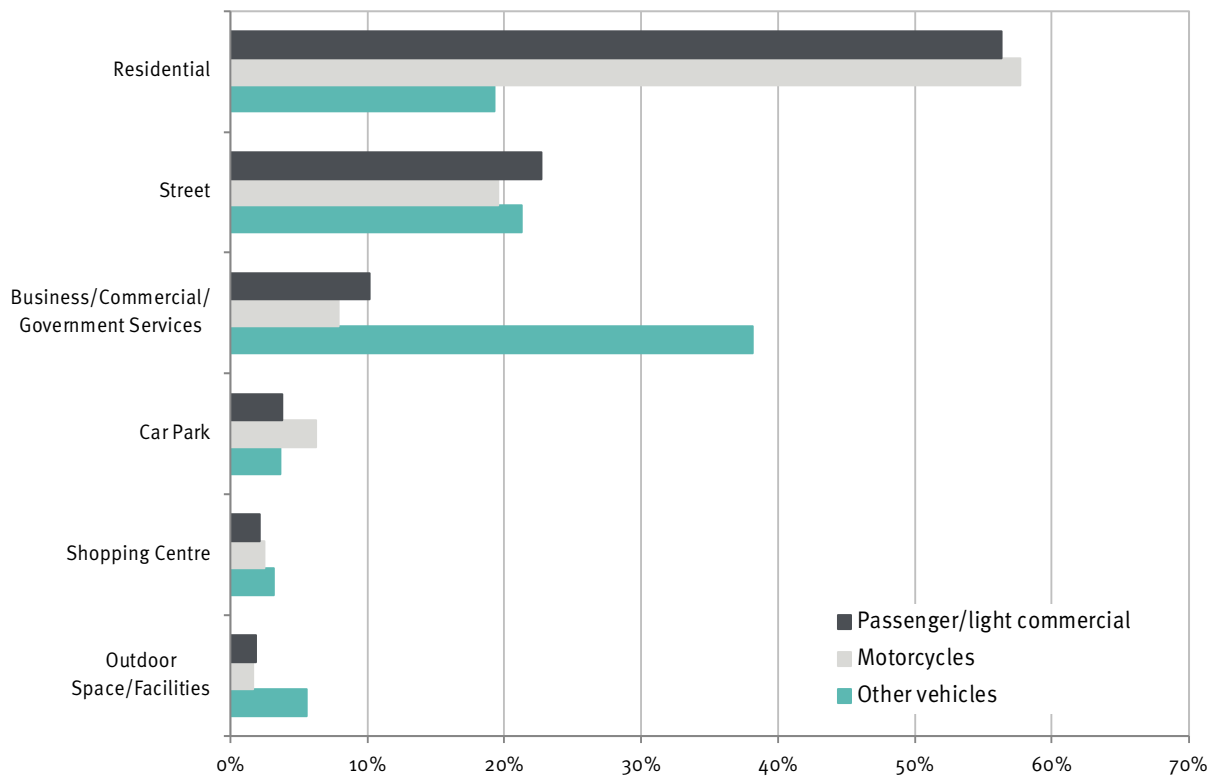
See notes 1 & 4 for further information.

Figure 14: Proportion of short-term thefts by area type and jurisdiction, 2019/20

See note 1 for further information.

PROFIT-MOTIVATED VEHICLE THEFT

TRENDS

- There were 15,832 profit-motivated thefts recorded in 2019/20. After adjusting for late recoveries, the total (15,419 thefts) increased by 5% from the 14,694 recorded in the previous financial year (Table 26).

- When compared to 2018/19, Northern Territory and Western Australia had the only reductions in profit-motivated thefts (down 16% and 10%, respectively).

- Of the remaining jurisdictions, large increases occurred in Victoria and Queensland (+15%) followed by the and Victoria (+11%) and Tasmania (+10%). Marginal increases were seen in South Australia and New South Wales.

- When analysed by body type profit-motivated theft of PLCs increased 8%, motorcycles decreased 3% while other vehicles had an 11% increase.

- Queensland's overall increase (398 thefts) was comprised of an increase of 301 profit-motivated PLC thefts, an increase of 56 profit-motivated motorcycles thefts and 41 other vehicles.

- PLC vehicles accounted for 90% of Australia's registrations but only 64% of all profit-motivated thefts during the 2019/20 financial year. In contrast motorcycles accounted for 5% of registrations and 29% of Australia's profit-motivated thefts in 2019/20 (Table 27).

- Queensland saw the largest number of motorcycle thefts in the financial year (up 56 thefts) while Western Australia had the largest decline in the number of profit-motivated motorcycle thefts (down 121 thefts).

- A 35% increase in profit-motivated theft of other vehicles was recorded in Victoria (89 thefts) in 2019/20.

- Australia's yearly profit-motivated theft rate equates to 0.76 thefts per 1,000 registered vehicles or 0.60 thefts per 1,000 population in 2019/20. The theft rates have remained the same as 2015/16 (Table 28).

- The estimated value of profit-motivated PLCs stolen in 2019/20 was $114.7 million, up from the $97.0 million in 2018/19.

*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, 2018/19 and 2019/20*

Passenger/light commercials	ACT	NSW	NT	QLD	SA	TAS	VIC	WA	AUS
Thefts in 2019/20	150	2,624	47	1,875	700	177	3,562	1,036	10,171
Thefts in 2019/20 adjusted for late recoveries	135	2,514	47	1,804	683	170	3,513	1,020	9,886
Thefts in 2018/19	115	2,405	49	1,503	669	166	3,123	1,094	9,124
% change**	**	4.5%	**	20.0%	2.1%	**	12.5%	-6.8%	8.4%
2019/20 theft rate per 1,000 registrations	0.46	0.47	0.33	0.46	0.51	0.39	0.73	0.50	0.54
2019/20 theft rate per 1,000 population	0.32	0.31	0.19	0.35	0.39	0.32	0.53	0.39	0.39
Motorcycles	ACT	NSW	NT	QLD	SA	TAS	VIC	WA	AUS
Thefts in 2019/20	54	978	30	950	331	82	1,266	874	4,565
Thefts in 2019/20 adjusted for late recoveries	53	937	30	920	324	81	1,235	860	4,440
Thefts in 2018/19	43	1,053	51	864	327	52	1,217	981	4,588
% change**	**	-11.0%	**	6.5%	-0.9%	**	1.5%	-12.3%	-3.2%
2019/20 theft rate per 1,000 registrations	4.00	3.69	4.93	4.14	5.82	3.60	5.64	6.88	4.84
2019/20 theft rate per 1,000 population	0.12	0.12	0.12	0.18	0.18	0.15	0.19	0.33	0.17
Other vehicles	ACT	NSW	NT	QLD	SA	TAS	VIC	WA	AUS
Thefts in 2019/20	8	288	9	276	40	46	346	83	1,096
Thefts in 2019/20 adjusted for late recoveries	8	288	9	273	40	46	346	83	1,093
Thefts in 2018/19	14	268	2	232	42	52	257	115	982
% change**	**	7.5%	**	17.7%	-4.8%	**	34.6%	-27.8%	11.3%
2019/20 theft rate per 1,000 registrations	1.73	1.36	0.77	0.96	0.37	1.52	1.24	0.55	1.01
2019/20 theft rate per 1,000 population	0.02	0.04	0.04	0.05	0.02	0.09	0.05	0.03	0.04
All vehicles	ACT	NSW	NT	QLD	SA	TAS	VIC	WA	AUS
Thefts in 2019/20	212	3,890	86	3,101	1,071	305	5,174	1,993	15,832
Thefts in 2019/20 adjusted for late recoveries	196	3,739	86	2,997	1,047	297	5,094	1,963	15,419
Thefts in 2018/19	172	3,726	102	2,599	1,038	270	4,597	2,190	14,694
% change**	**	0.3%	**	15.3%	0.9%	**	10.8%	-10.4%	4.9%
2019/20 theft rate per 1,000 registrations	0.63	0.65	0.54	0.68	0.70	0.61	0.96	0.85	0.76
2019/20 theft rate per 1,000 population	0.46	0.46	0.35	0.58	0.60	0.55	0.77	0.74	0.60

* The 2019/20 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, 2019/20*

	ACT	NSW	NT	QLD	SA	TAS	VIC	WA	AUS
Passenger/light commercials									
Number of thefts	135	2,514	47	1,804	683	170	3,513	1,020	9,886
% of all thefts	68.9%	67.2%	54.7%	60.2%	65.2%	57.2%	69.0%	52.0%	64.1%
Number registered	293,164	5,301,391	142,631	3,921,674	1,343,205	433,688	4,797,198	2,045,846	18,278,797
% of total registrations	94.3%	91.9%	88.9%	88.5%	89.2%	89.2%	90.6%	88.2%	90.2%
Motorcycle									
Number of thefts	53	937	30	920	324	81	1,235	860	4,440
% of all thefts	27.0%	25.1%	34.9%	30.7%	30.9%	27.3%	24.2%	43.8%	28.8%
Number registered	13,238	254,142	6,087	222,396	55,639	22,485	218,951	124,933	917,871
% of total registrations	4.3%	4.4%	3.8%	5.0%	3.7%	4.6%	4.1%	5.4%	4.5%
Other vehicles									
Number of thefts	8	288	9	273	40	46	346	83	1,093
% of all thefts	4.1%	7.7%	10.5%	9.1%	3.8%	15.5%	6.8%	4.2%	7.1%
Number registered	4,628	211,093	11,716	285,505	107,248	30,262	278,337	149,810	1,078,599
% of total registrations	1.5%	3.7%	7.3%	6.4%	7.1%	6.2%	5.3%	6.5%	5.3%
All vehicles									
Number of thefts	196	3,739	86	2,997	1,047	297	5,094	1,963	15,419
Number registered	311,030	5,766,626	160,434	4,429,575	1,506,092	486,435	5,294,486	2,320,589	20,275,267

* The 2019/20 rates used in this table have been adjusted for late recoveries

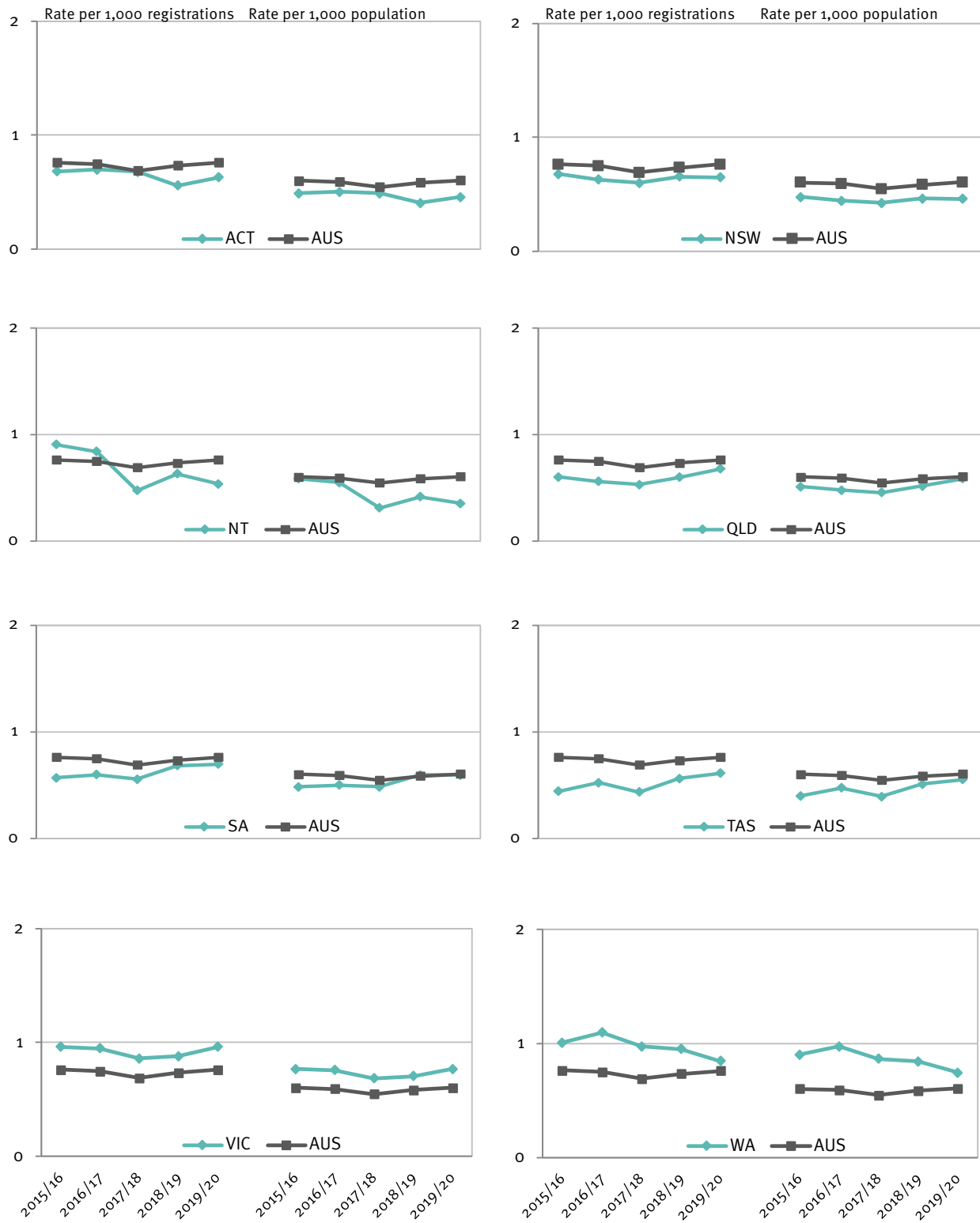See notes 1, 2, & 5 for further information

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
2015/2016	0.68	0.68	0.91	0.60	0.57	0.44	0.96	1.01	0.76
2016/2017	0.70	0.63	0.84	0.56	0.60	0.52	0.95	1.10	0.75
2017/2018	0.68	0.60	0.47	0.53	0.56	0.44	0.86	0.98	0.69
2018/2019	0.56	0.65	0.63	0.60	0.68	0.56	0.88	0.95	0.73
2019/2020*	0.63	0.65	0.54	0.68	0.70	0.61	0.96	0.85	0.76

Theft rate per 1,000 population	ACT	NSW	NT	QLD	SA	TAS	VIC	WA	AUS
2015/2016	0.49	0.47	0.59	0.51	0.48	0.40	0.77	0.90	0.60
2016/2017	0.50	0.44	0.55	0.48	0.50	0.47	0.76	0.98	0.59
2017/2018	0.49	0.42	0.31	0.45	0.48	0.39	0.69	0.87	0.55
2018/2019	0.41	0.46	0.42	0.51	0.60	0.51	0.70	0.84	0.58
2019/2020*	0.46	0.46	0.35	0.58	0.60	0.55	0.77	0.74	0.60

* 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, 2015/16 to 2019/20*

* The 2019/20 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 (78%) of profit-motivated PLC thefts in 2019/20 were manufactured in the 2000s and 2010s (Table 29).

- Overall motorcycles stolen recorded a low mean age of 9.6 years in comparison to the mean age of 14.0 years for PLC vehicles and 13.6 years for other vehicles stolen during 2019/20.

- The peak decade of manufacture for profit-motivated thefts of all vehicle types was the 2000s, accounting for 38% of thefts, followed closely by the 2010s with 35% of thefts.

Table 29: Profit-motivated thefts by decade of manufacture, 2019/20

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	40	0.4%	0.6%	0.36
1970s	88	0.9%	0.7%	0.71
1980s	267	2.6%	1.0%	1.47
1990s	1,565	15.4%	6.8%	1.26
2000s	4,594	45.2%	34.6%	0.73
2010s	3,304	32.5%	56.2%	0.32
2020s	20	0.2%	0.0%	-
Unknown	293	2.9%	0.1%	15.67
Total	10,171	100.0%	100.0%	0.56
Motorcycles				
‹1970	11	0.2%	1.0%	1.24
1970s	13	0.3%	1.5%	0.94
1980s	63	1.4%	2.7%	2.53
1990s	187	4.1%	7.7%	2.63
2000s	1,106	24.2%	33.2%	3.63
2010s	2,009	44.0%	53.2%	4.11
2020s	10	0.2%	0.0%	-!
Unknown	1,166	25.5%	0.7%	185.64
Total	4,565	100.0%	100.0%	4.97
Other vehicles				
‹1970	7	0.6%	1.6%	0.40
1970s	2	0.2%	3.3%	0.06
1980s	44	4.0%	8.3%	0.49
1990s	97	8.9%	13.6%	0.66
2000s	241	22.0%	31.4%	0.71
2010s	280	25.5%	41.0%	0.63
2020s	3	0.3%	0.0%	-
Unknown	422	38.5%	0.8%	49.45
Total	1,096	100.0%	100.0%	1.02

See notes 1, 2 & 3 for further information

- Motorcycle theft targets were predominately younger than PLC theft targets (44% versus 33% manufactured from 2010 onwards, respectively) (Figure 16).

Figure 16: Profit-motivated thefts by vehicle type and decade of manufacture, 2019/20
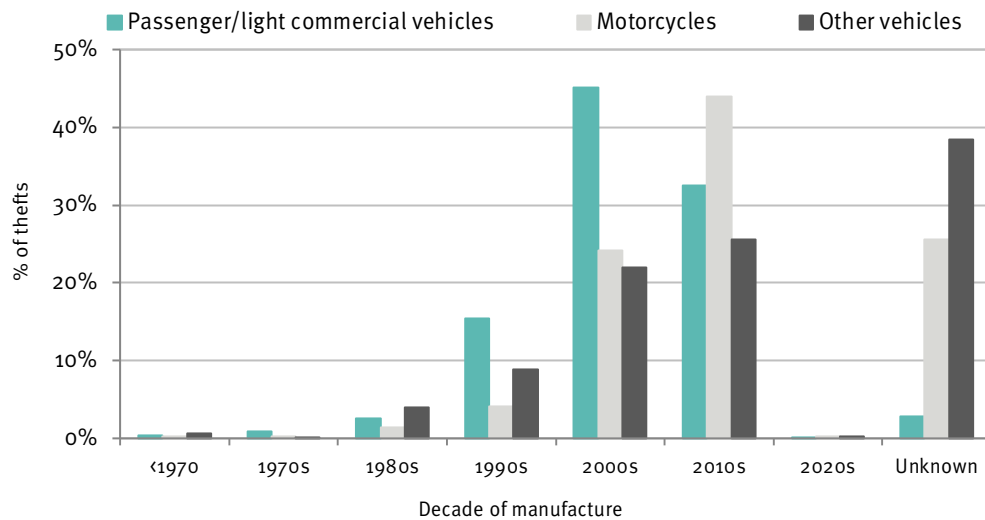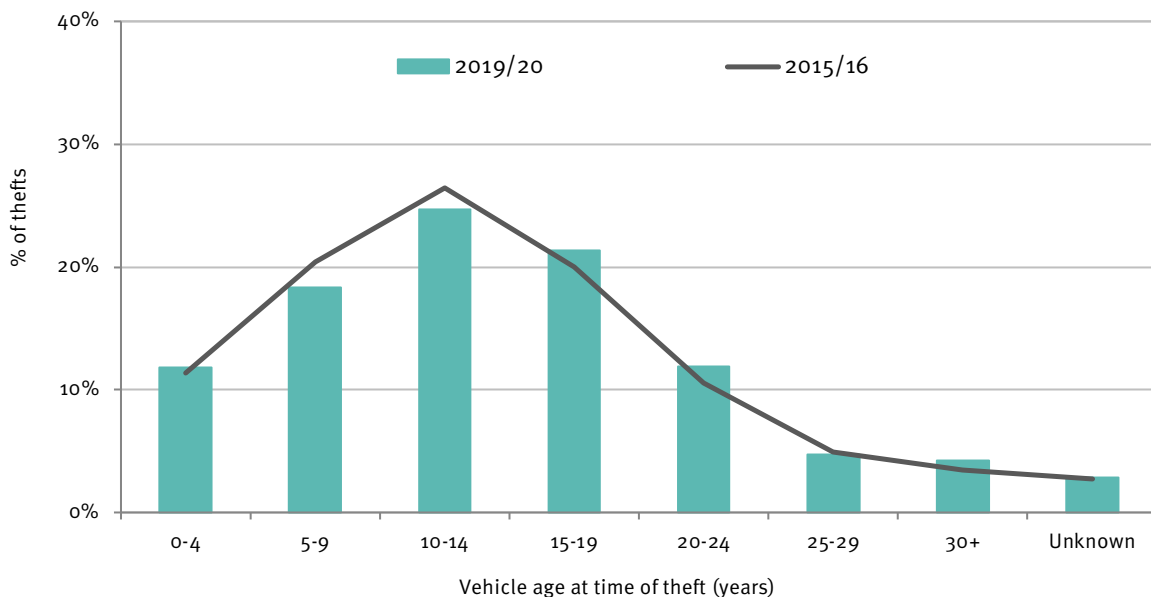

See notes 1 & 2 for further information

PASSENGER AND LIGHT COMMERCIAL VEHICLES

- Compared to five years ago, there has been an increase in PLCs stolen for profit aged 15-24 years, and a reduction in those aged 5-14 years (Figure 17).

Figure 17: Profit-motivated passenger and light commercial thefts by age of vehicle, 2015/16 and 2019/20

See notes 1 & 2 for further information

- One in fourteen (7%) of the registered PLC fleet do not have an immobiliser. However, they accounted for one fifth (19%) of profit-motivated PLC thefts in 2019/20 (Table 30).

- Tasmania had the highest percentage of vehicles in the registered fleet that do not have an immobiliser (16%), followed by South Australia (11%). In comparison, 96% of Western Australia's PLC fleet is immobilised due to the requirement that an immobiliser be fitted at change of ownership.

Table 30: Passenger/light commercial profit-motivated thefts and registrations by immobiliser presence in each jurisdiction, 2019/20

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	114	76.0%	276,498	94.3%	0.41
Non-Australian Standard	3	2.0%	1,722	0.6%	1.74
No Immobiliser	33	22.0%	14,944	5.1%	2.21
NSW					
Australian Standard	2,093	79.8%	4,927,731	93.0%	0.42
Non-Australian Standard	34	1.3%	35,798	0.7%	0.95
No Immobiliser	497	18.9%	337,862	6.4%	1.47
NT					
Australian Standard	33	70.2%	128,173	89.9%	0.26
Non-Australian Standard	-	0.0%	729	0.5%	0.00
No Immobiliser	14	29.8%	13,729	9.6%	1.02
QLD					
Australian Standard	1,491	79.5%	3,507,019	89.4%	0.43
Non-Australian Standard	26	1.4%	28,942	0.7%	0.90
No Immobiliser	358	19.1%	385,713	9.8%	0.93
SA					
Australian Standard	520	74.3%	1,184,231	88.2%	0.44
Non-Australian Standard	24	3.4%	17,651	1.3%	1.36
No Immobiliser	156	22.3%	141,323	10.5%	1.10
TAS					
Australian Standard	92	52.0%	358,163	82.6%	0.26
Non-Australian Standard	6	3.4%	5,524	1.3%	1.09
No Immobiliser	79	44.6%	70,001	16.1%	1.13
VIC					
Australian Standard	2,838	79.7%	4,435,907	92.5%	0.64
Non-Australian Standard	62	1.7%	50,091	1.0%	1.24
No Immobiliser	662	18.6%	311,200	6.5%	2.13
WA					
Australian Standard	895	86.4%	1,950,857	95.4%	0.46
Non-Australian Standard	16	1.5%	16,965	0.8%	0.94
No Immobiliser	125	12.1%	78,024	3.8%	1.60
Australia					
Australian Standard	8,076	79.4%	16,768,579	91.7%	0.48
Non-Australian Standard	171	1.7%	157,422	0.9%	1.09
No Immobiliser	1,924	18.9%	1,352,796	7.4%	1.42

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

- The top profit-motivated theft target for the 2019/20 financial year was the Holden Commodore VE MY06_13 with 277 thefts. The Toyota Hilux MY05_11 was in second place with 221 thefts followed by the Toyota Hilux MY12_15 with 157 thefts (Table 31).

- With an estimated value of $8,476, the combined total value of Holden Commodore VE MY06_13 thefts in 2019/20 was approximately $2.3 million.

- The top ten profit-motivated PLC theft targets in 2019/20 accounted for 16% of PLC thefts and were collectively valued at almost $15.1 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, 2019/20

Ranking			Number of thefts		Sum of Glass's Guide value estimate	
2018/19	2019/20	Make Model Series Year Range	2018/19	2019/20	2018/19	2019/20
1	1	Holden Commodore VE MY06_13	260	277	$2,349,841	$2,347,903
2	2	Toyota Hilux MY05_11	170	221	$1,820,167	$2,160,433
7	3	Toyota Hilux MY12_15	126	157	$2,899,787	$3,309,876
5	4	Nissan Navara D40 MY05_15	133	139	$1,877,385	$1,634,832
6	5	Nissan Patrol GU MY97+	130	121	$1,869,996	$1,473,758
3	6	Holden Commodore VY MY02_04	138	117	$643,148	$510,028
11	7	Toyota Hilux MY98_04	102	115	$447,167	$476,378
9	8	Ford Falcon BA MY02_05	107	111	$518,831	$500,330
12	9	Toyota Landcruiser 80 Series MY90_98	91	107	$661,987	$773,746
15	10	Nissan Patrol Ute GU MY97+	77	94	$939,150	$1,051,905
8	10	Holden Commodore VZ MY04_06	117	94	$622,857	$475,483
4	10	Holden Commodore VX MY00_02	134	94	$513,758	$356,538
13	11	Nissan Pulsar N15 MY95_00	87	86	$156,755	$186,217
10	12	Holden Commodore VT MY97_00	106	84	$364,240	$300,727
20	13	Ford Falcon FG MY08_14	62	81	$672,872	$741,259
24	14	Holden Captiva CG MY06+	48	80	$497,352	$768,131
19	15	Ford Ranger PX MY11+	63	78	$1,884,714	$2,352,326
21	16	Toyota Hiace MY90_04	57	73	$274,200	$349,078
17	16	Holden Astra TS MY99_05	74	73	$156,346	$176,471
26	17	Holden Commodore Ute VE MY07_13	45	71	$539,729	$765,039
17	18	Toyota Landcruiser 100 Series MY98_07	74	70	$978,446	$876,628
26	19	Ford Falcon BF MY05_08	45	65	$278,258	$369,120
18	20	Nissan Patrol GQ MY88_97	71	62	$388,846	$333,337
25	21	Toyota Hiace MY05_19	47	60	$1,010,728	$1,179,739
26	22	Mitsubishi Lancer CE MY96_04	45	58	$83,651	$139,321
27	22	Mitsubishi Triton MN MY09_15	44	58	$684,294	$828,730
29	22	Holden Commodore VF MY13_17	42	58	$1,185,059	$1,516,771
40	23	Volkswagen Golf 1K MY04_13	29	57	$335,494	$489,292
16	23	Nissan Navara D22 MY01_15	75	57	$560,819	$431,980
29	24	Holden Rodeo RA MY03_08	42	55	$224,847	$282,944
22	25	Toyota Hilux MY15+	52	54	$1,931,279	$1,808,732
31	25	Ford Territory SY MY05_11	40	54	$237,993	$272,157
35	26	Toyota Corolla ZZE122R MY01_07	35	53	$98,134	$138,071
23	26	Toyota Landcruiser Ute 70 SERIES MY07+	50	53	$1,741,785	$1,955,417
27	27	Holden Cruze JH MY11_16	44	49	$451,229	$426,157
14	28	Toyota Hilux MY89_97	85	46	$257,784	$138,795
18	28	Ford Falcon AU MY98_02	71	46	$365,561	$240,627
41	29	Toyota Camry ASV50R MY11_17	28	44	$590,723	$798,095
27	29	Mazda 3 BK MY04_09	44	44	$160,430	$142,002
30	30	Toyota Camry SXV20R MY97_02	41	43	$120,155	$126,953

See notes 1, 2 & 10 for further information

- More than two fifths (43%) 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 8% of registrations and 17% of all profit-motivated PLC thefts in 2019/20. Both large passenger vehicle registrations and profit-motivated theft numbers have reduced when compared to five years ago, accounting for 12% and 23%, respectively (Figure 18).

- Compared to 2015/16, the proportion of SUVs for profit has increased (from 16% to 21%) while the proportion of large passenger vehicles has decreased (23% to 17%). There were only marginal shifts in profit-motivated theft of small passenger vehicles, medium passenger vehicles, light commercial utilities & vans, people movers, and sports vehicles.

Table 32: Profit-motivated passenger and light commercial thefts by Glass's guide value estimates, 2019/20

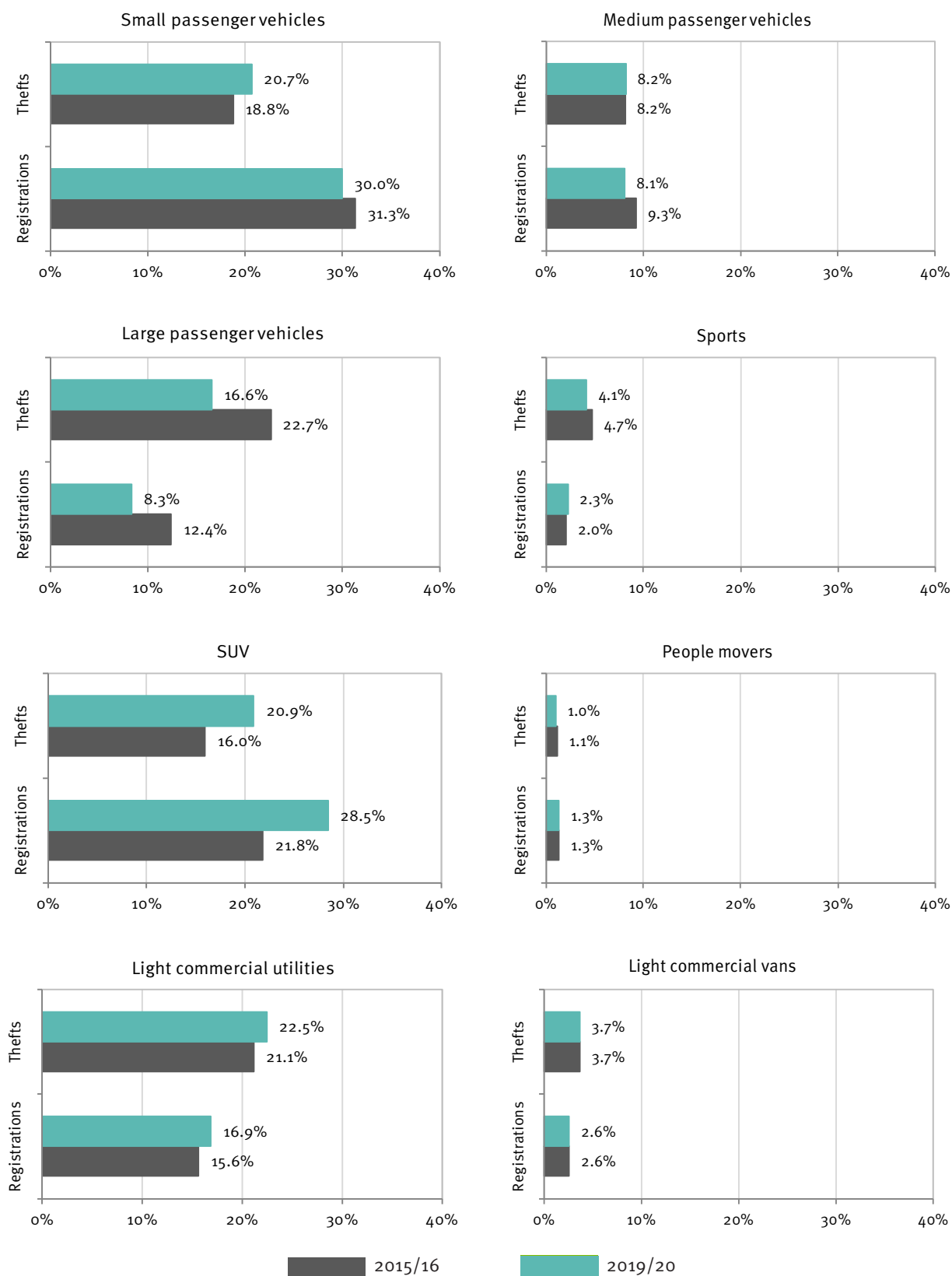| Vehicle value categories	Number of thefts in past 12 months	% of thefts in past 12 months	Total estimated Glass's guide value	% of total estimated Glass's guide values
› $0 to ‹ $5,000	4,376	43.0%	$12,319,910	10.7%
$5,000 to ‹ $10,000	2,418	23.8%	$16,896,085	14.7%
$10,000 to ‹ $20,000	1,684	16.6%	$24,299,371	21.2%
$20,000 to ‹ $30,000	887	8.7%	$21,415,286	18.7%
$30,000 to ‹ $50,000	590	5.8%	$22,014,620	19.2%
$50,000+	216	2.1%	$17,744,082	15.5%
Grand total	10,171	100.0%	$114,689,354	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, 2018/19 and 2019/20

Vehicle segment	Number of thefts		% of thefts		Theft rate per 1,000 registrations	
	2018/19	2019/20	2018/19	2019/20	2018/19	2019/20
Small passenger	1,828	2,105	20.0%	20.7%	0.33	0.38
Medium passenger	754	837	8.3%	8.2%	0.50	0.57
Large passenger	1,734	1,688	19.0%	16.6%	1.04	1.11
Sports	370	421	4.1%	4.1%	0.92	1.02
SUV	1,747	2,125	19.1%	20.9%	0.36	0.41
People mover	103	102	1.1%	1.0%	0.43	0.42
Light commercial utility	2,057	2,289	22.5%	22.5%	0.69	0.74
Light commercial van	282	372	3.1%	3.7%	0.60	0.79
Motor home	13	11	0.1%	0.1%	0.49	0.41
Unknown passenger	236	221	2.6%	2.2%	0.59	0.61

See notes 1, 2 & 3 for further information.

Figure 18: Profit-motivated thefts of passenger/light commercial vehicles and registrations by vehicle segment, 2015/16 and 2019/20

Small passenger vehicles

	2019/20	2015/16
Thefts	20.7%	18.8%
Registrations	30.0%	31.3%

Medium passenger vehicles

	2019/20	2015/16
Thefts	8.2%	8.2%
Registrations	8.1%	9.3%

Large passenger vehicles

	2019/20	2015/16
Thefts	16.6%	22.7%
Registrations	8.3%	12.4%

Sports

	2019/20	2015/16
Thefts	4.1%	4.7%
Registrations	2.3%	2.0%

SUV

	2019/20	2015/16
Thefts	20.9%	16.0%
Registrations	28.5%	21.8%

People movers

	2019/20	2015/16
Thefts	1.0%	1.1%
Registrations	1.3%	1.3%

Light commercial utilities

	2019/20	2015/16
Thefts	22.5%	21.1%
Registrations	16.9%	15.6%

Light commercial vans

	2019/20	2015/16
Thefts	3.7%	3.7%
Registrations	2.6%	2.6%

Legend: 2015/16, 2019/20

See notes 1 & 3 for further information.

- In the small passenger category, the Nissan Pulsar N15 MY95-00 was rated the top profit-motivated theft target in 2019/20 with 86 thefts. (Table 34).

- In the light commercial utility category, the Toyota Hilux MY05-11 was the top theft target, with 221 thefts, and an increase of 51 thefts when compared to 2018/19.

- In the large passenger vehicle category, the top profit-motivated theft target, the Holden Commodore VE MY06-13 increased by 17 thefts to 277 when compared to the previous financial year.

**Table 34: Top passenger/light commercial vehicle targets for profit-motivated thefts, 2018/19 and 2019/20**

Segment / Make Model Series	Number of thefts	
	2018/19	2019/20
Small passenger		
Nissan Pulsar N15 MY95_00	87	86
Holden Astra TS MY99_05	74	73
Mitsubishi Lancer CE MY96_04	45	58
Medium passenger		
Toyota Camry ASV50R MY11_17	28	44
Toyota Camry SXV20R MY97_02	41	43
Toyota Camry ACV36R MY02_06	35	38
Large passenger		
Holden Commodore VE MY06_13	260	277
Holden Commodore VY MY02_04	138	117
Ford Falcon BA MY02_05	107	111
Sports		
HSV GTS VE MY06_12	23	19
HSV Clubsport VE MY07_13	18	17
Nissan 200SX S15 MY00_03	7	10
SUV		
Nissan Patrol GU MY97+	130	121
Toyota Landcruiser 80 Series MY90_98	91	107
Holden Captiva CG MY06+	48	80
People mover		
Kia Grand Carnival VQ MY06_15	9	11
Toyota Tarago ACR50R MY06_19	3	8
Hyundai iMax TQ MY07+	2	7
Light commercial utility		
Toyota Hilux MY05_11	170	221
Toyota Hilux MY12_15	126	157
Nissan Navara D40 MY05_15	133	139
Light commercial van		
Toyota Hiace MY90_04	57	73
Toyota Hiace MY05_19	46	60
Hyundai iLoad TQ MY07+	15	21

See notes 1 & 2 for further information

MOTORCYCLES

- The proportion of motorcycles stolen for profit aged 0-9 years decreased in 2019/20 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, 2015/16 and 2019/20
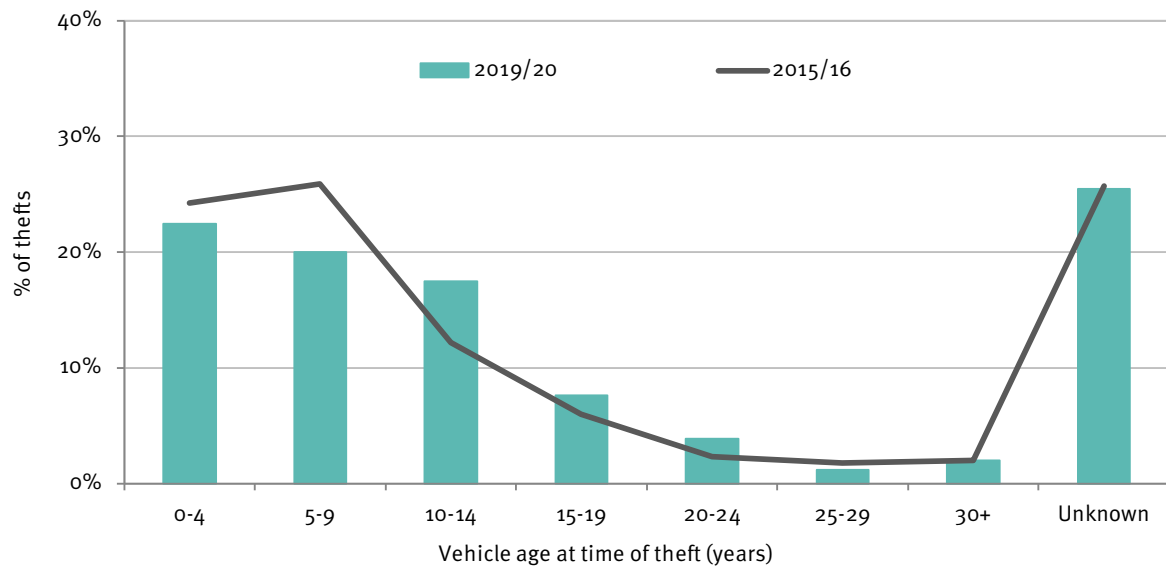
See notes 1 & 2 for further information.

Table 35: Profit-motivated motorcycle thefts by market segment, 2018/19 and 2019/20

Vehicle segment	Number of thefts		% of thefts	
	2018/19	2019/20	2018/19	2019/20
On-road	1,600	1,741	34.9%	38.1%
- Standard	175	211	4%	5%
- Sports	462	512	10%	11%
- Touring	46	57	1.0%	1.2%
- Cruiser	137	135	3.0%	3.0%
- Scooter	639	699	13.9%	15.3%
- Electric	2	1	0.0%	0.0%
- Unknown	139	126	3.0%	2.8%
Off-road	1,401	1,311	30.5%	28.7%
- ATV	246	238	5.4%	5.2%
- Dirt	164	140	3.6%	3.1%
- Sport	549	551	12.0%	12.1%
- Mini	123	113	2.7%	2.5%
- Electric	0	0	0.0%	0.0%
- Unknown	319	269	7.0%	5.9%
Unknown motorcycle	1,587	1,513	34.6%	33.1%
Total motorcycles	5,989	5,876	100%	100%

See notes 1 & 2 for further information.

- The top ten motorcycle theft targets (for profit) have remained consistent over the past two years, with the top give makes stolen remaining unchanged since 2018/19. (Table 36).

- The top four makes (Honda, Yamaha, Kawasaki and Suzuki) comprised three fifths (64%) of all profit-motivated motorcycle thefts in 2019/20 where the manufacturer was recorded.

Table 36: Top motorcycle profit-motivated theft targets by make, 2018/19 and 2019/20

Ranking		Make	Number of thefts		% of thefts	
2018/19	2019/20		2018/19	2019/20	2018/19	2019/20
1	1	Honda	966	986	22.9%	23.2%
2	2	Yamaha	884	887	20.9%	20.9%
3	3	Kawasaki	417	429	9.9%	10.1%
4	4	Suzuki	391	427	9.3%	10.0%
5	5	KTM	379	342	9.0%	8.0%
7	6	SYM	91	134	2.2%	3.2%
6	7	Harley Davidson	146	127	3.5%	3.0%
8	8	Husqvarna	83	106	2.0%	2.5%
9	9	Kymco	76	89	1.8%	2.1%
10	10	Piaggio	72	81	1.7%	1.9%
11	11	Triumph	65	57	1.5%	1.3%
14	12	Ducati	39	48	0.9%	1.1%
12	13	Hyosung	57	40	1.3%	0.9%
17	14	Aprilia	32	39	0.8%	0.9%
19	15	BMW	29	37	0.7%	0.9%
13	16	Longjia	44	35	1.0%	0.8%
16	16	Polaris	34	35	0.8%	0.8%
18	17	Vespa	31	34	0.7%	0.8%
25	18	CFMoto	16	30	0.4%	0.7%
20	19	Bolwell	25	22	0.6%	0.5%
22	20	Atomik	23	20	0.5%	0.5%
21	21	Vmoto	24	17	0.6%	0.4%
15	22	TGB	36	15	0.9%	0.4%
28	23	Can-Am	9	14	0.2%	0.3%
21	24	Adly	24	12	0.6%	0.3%
26	25	Baotian	14	10	0.3%	0.2%
31	26	Znen	4	9	0.1%	0.2%
29	26	Daelim	6	9	0.1%	0.2%
30	27	Braaap	5	8	0.1%	0.2%
32	28	Benelli	3	6	0.1%	0.1%
32	28	Bollini	3	6	0.1%	0.1%
24	28	Thumpstar	18	6	0.4%	0.1%
23	28	Husaberg	22	6	0.5%	0.1%
32	28	Loncin	3	6	0.1%	0.1%
31	28	MV Agusta	4	6	0.1%	0.1%
28	28	Sachs	9	6	0.2%	0.1%
29	28	Gasgas	6	6	0.1%	0.1%
30	29	Sherco	5	5	0.1%	0.1%
33	29	Peugeot	2	5	0.0%	0.1%
29	29	Zongshen	6	5	0.1%	0.1%
31	29	Kubota	4	5	0.1%	0.1%

See notes 1 & 2 for further information.

Table 37: Top motorcycle profit-motivated theft targets by make and model, 2018/19 and 2019/20

Motorcycle Make and Model	Segment	Number of short-term thefts	
		2018/19	2019/20
Yamaha WR450 449cc MY03+	Off-road sport	68	66
Suzuki DR-Z400 398cc MY00+	Off-road dirt	54	56
Honda CT110 105cc MY80_16	On-road standard	35	35
Honda Grom MSX125 124cc MY13+	On-road standard	29	31
Yamaha YZ 0cc MY77+	Off-road sport	31	28
Yamaha WR250 249cc MY90+	Off-road sport	25	25
Honda CB125E 124cc MY12+	On-road standard	12	25
Kawasaki Ninja 300 296cc MY12_18	On-road sport	28	25
Honda CRF450R 449cc MY01+	Off-road sport	24	24
Yamaha YZ250 249cc MY78+	Off-road sport	16	23
Suzuki GSX-R600 599cc MY97+	On-road sport	14	23
Honda CBR500R 471cc MY13+	On-road sport	12	23
Yamaha YZF-R1 998cc MY98+	On-road sport	22	21
Honda Dio NSC110 110cc MY11+	On-road scooter	8	21
Yamaha YZF-R3 321cc MY15+	On-road sport	15	20
SYM Orbit 125 124cc MY17_18	On-road scooter	21	18
Piaggio Zip 50 50cc MY03+	On-road scooter	11	17
Honda CBR1000RR 999cc MY04+	On-road sport	16	16
Kawasaki Ninja 250R 249cc MY07_12	On-road sport	7	16
Honda CRF250R 249cc MY04+	Off-road sport	14	15
KTM 300EXC 293cc MY97+	Off-road sport	12	15
Honda Today 50 49cc MY03_14	On-road scooter	15	15
SYM Classic 0cc MY08_18	On-road scooter	6	15
Yamaha YZF-R6 599cc MY98+	On-road sport	12	14
KTM 500EXC 510cc MY11_17	Off-road sport	15	14
Hyosung GT650 647cc MY03_17	On-road sport	15	14
Yamaha MT-07 689cc MY14+	On-road sport	11	14

See notes 1 & 2 for further information.

Table 38: Profit-motivated motorcycle thefts by engine capacity, 2018/19 and 2019/20

Engine capacity	Number of thefts		% of thefts	
	2018/19	2019/20	2018/19	2019/20
50 cc or less	283	277	6.2%	6.1%
51 - 100 cc	61	58	1.3%	1.3%
101 - 150 cc	412	457	9.0%	10.0%
151 - 200 cc	61	69	1.3%	1.5%
201 - 250 cc	424	396	9.2%	8.7%
251 - 500 cc	608	658	13.3%	14.4%
501 - 750 cc	336	355	7.3%	7.8%
751 - 1000 cc	171	167	3.7%	3.7%
1001 cc or more	146	151	3.2%	3.3%
Electric	2	2	0.0%	0.0%
Unknown motorcycle	2,084	1,975	45.4%	43.3%

See notes 1 & 2 for further information.

Table 39: Profit-motivated motorcycle thefts by registration status, 2018/19 and 2019/20

Registration Status	Number of thefts		% of thefts	
	2018/19	2019/20	2018/19	2019/20
Registered	2,721	2,845	59.3%	62.3%
Unregistered	1,867	1,720	40.7%	37.7%
Grand Total	4,588	4,565	100.0%	100.0%

See notes 1 & 2 for further information.

OTHER VEHICLES

- Compared to 2015/16, there was an increase in other vehicles aged 0-4, 10 - 24 years and 30+ years stolen for profit in 2019/20. The only decrease in other vehicle thefts was seen in 5-9 year olds. (Figure 20).

- Almost two fifths (39%) of profit-motivated other vehicle thefts were heavy plant and equipment. Tractors comprised 14% of this figure and Excavators a further 12% (Table 40).

Figure 20: Profit-motivated other vehicle thefts by age of vehicle, 2015/16 and 2019/20
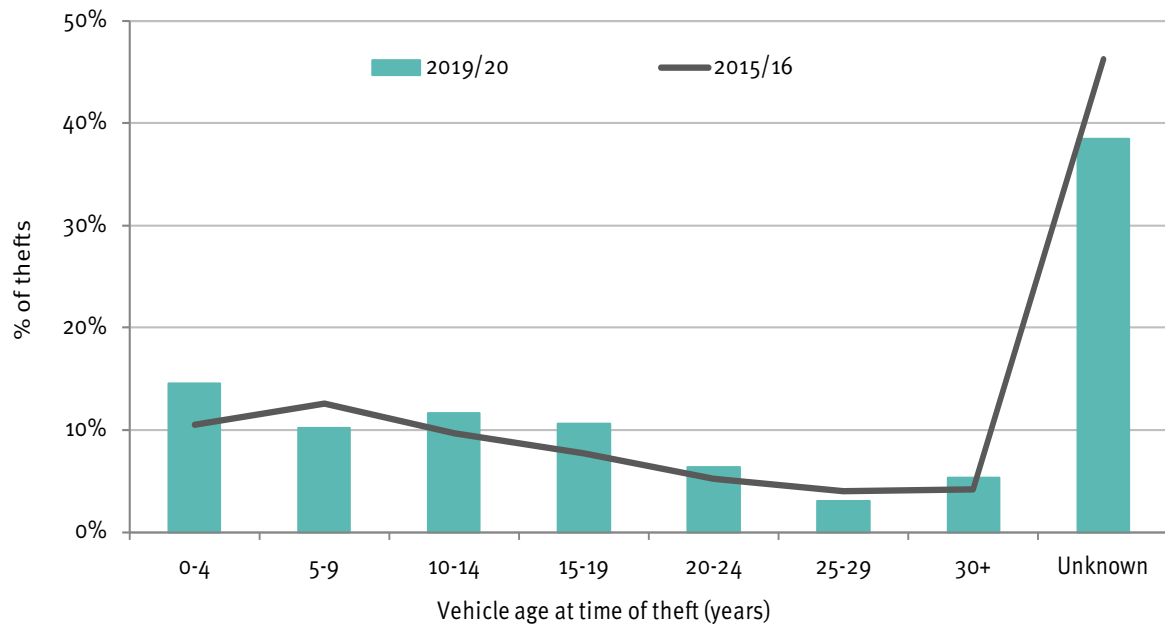
See notes 1 & 2 for further information.

**Table 40: Profit-motivated other vehicle theft by segment, 2018/19 and 2019/20**

Engine capacity	Number of thefts		% of thefts	
	2018/19	2019/20	2018/19	2019/20
Heavy Plant and equipment	384	424	39.1%	38.7%
- Tractor	58	58	15.1%	13.7%
- Excavator	51	49	13.3%	11.6%
- Skidsteer	32	38	8.3%	9.0%
- Forklift	16	20	4.2%	4.7%
- Mower	19	17	4.9%	4.0%
- Loader	12	10	3.1%	2.4%
- Roller	6	6	1.6%	1.4%
- Grader	0	5	0.0%	1.2%
- Backhoe	4	4	1.0%	0.9%
- Bulldozer	2	3	0.5%	0.7%
- Crane	1	1	0.3%	0.2%
- Other	1	1	0.3%	0.2%
- Unknown	182	212	47.4%	50.0%
- Subtotal: Heavy plant and equipment	384	424	100.0%	100.0%
Heavy truck	285	377	29.0%	34.4%
Heavy unknown	10	10	1.0%	0.9%
Bus	26	27	2.6%	2.5%
Other - not elsewhere classified	46	65	4.7%	5.9%
Unknown body type	231	193	23.5%	17.6%

See notes 1 & 2 for further information.

- On average, there were 1,319 profit-motivated thefts reported per month in 2019/20.

- Over the past five financial years, there were higher average theft numbers for January to May, while February recorded the lowest average number of thefts (1,213 thefts) (Figure 21).

- From June 2018 through to March 2020 there appears to be an upward trend in profit-motivated thefts compared to the same time period in the previous year.
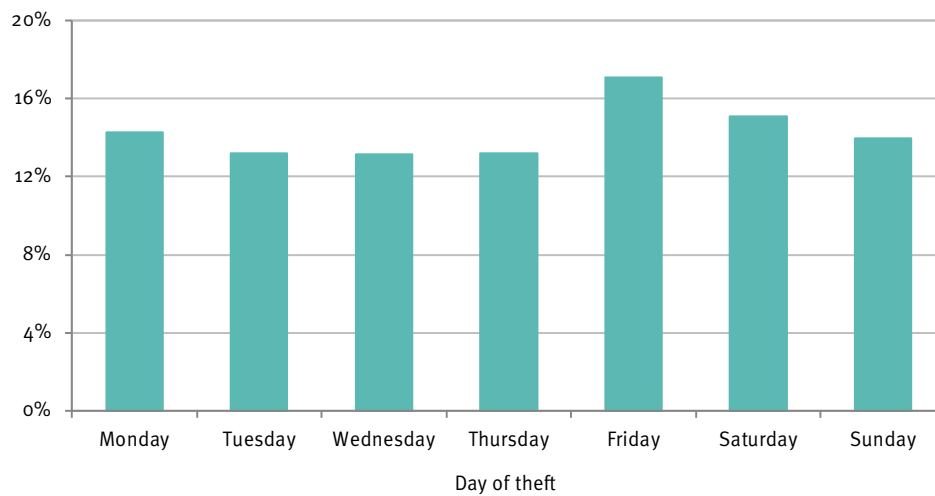
Figure 21: Number of profit-motivated thefts by month stolen, 2015/16 to 2019/20
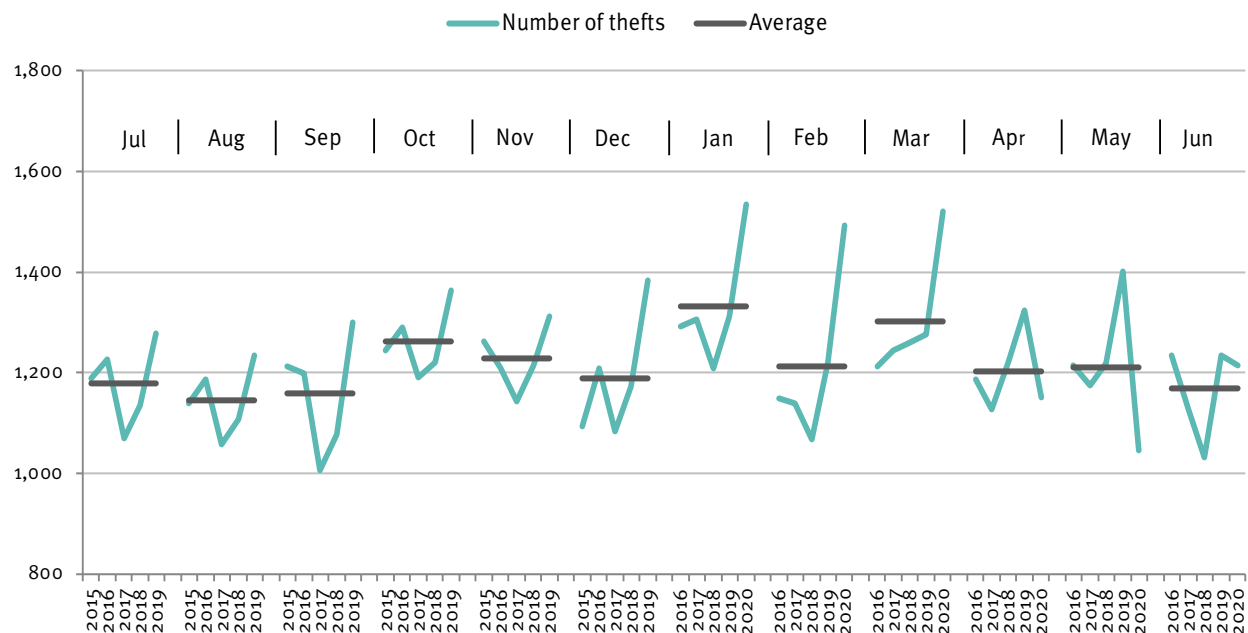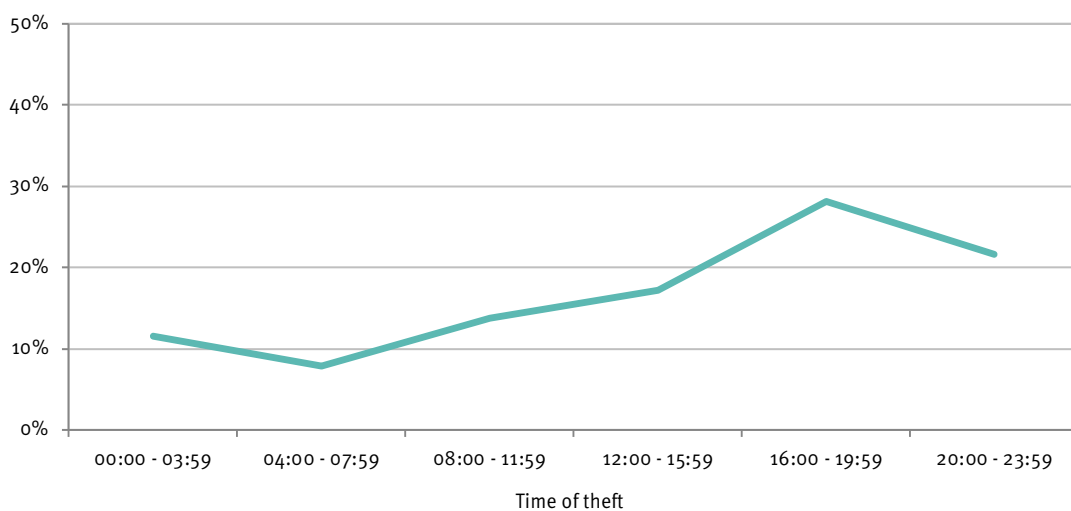

See note 1 for further information

- Overall Fridays and Saturdays were the most popular days for profit-motivated thefts (comprising 17% and 15% of thefts, respectively) (Figure 22).

- The majority (28%) of profit-motivated thefts during the 2019/20 financial year occurred between 4.00 pm and 7.59 pm (Figure 23).

- The lowest risk of profit-motivated theft was between 4 am and 7.59 am (8%).

Figure 22: Number of profit-motivated thefts by day of week, 2019/20

See note 1 for further information

Figure 23: Number of profit-motivated thefts by time of day, 2019/20

See notes 1 & 11 for further information

WHERE WERE THEY STOLEN?

• The top local area for profit-motivated thefts in the 2019/20 financial year was the City of Brisbane (688 thefts) which recorded an increase (+40%) from 2018/19. This was followed by the City of Gold Coast, Queensland (566 thefts), and the City of Logan (407 thefts) (Table 37).

• When presented as a rate per 1,000 population, the City of Cessnock in New South Wales recorded the highest rate (2.28) followed by City of Belmont in Western Australia (2.00) and the City of Adelaide in South Australia (1.96). (Table 42).

• The largest reductions in profit-motivated thefts in 2019/20 occurred in the City of Gosnells (down 41 thefts to 114), and the City of Rockingham (down 37 thefts to 106) (Table 43).

• The largest increases in profit-motivated thefts were recorded in the City of Brisbane (up 197 thefts to 688) and City of Gold Coast (up 96 thefts to 566).

Table 41: Top 50 Areas for profit-motivated thefts ranked by number of thefts, 2018/19 and 2019/20

State / Territory	LGA name	Number of thefts		Theft rate per 1,000 population	
		2018/19	2019/20	2018/19	2019/20
QLD	Brisbane (City)	491	688	0.40	0.55
QLD	Gold Coast (City)	470	566	0.77	0.91
QLD	Logan (City)	383	407	1.17	1.22
VIC	Hume (City)	283	322	1.26	1.38
NSW	Canterbury-Bankstown (Area)	238	306	0.64	0.81
QLD	Moreton Bay (Regional Council)	247	277	0.54	0.59
VIC	Casey (City)	266	243	0.78	0.69
VIC	Melbourne (City)	179	226	1.05	1.26
VIC	Brimbank (City)	161	211	0.77	1.01
ACT	Greater ACT	172	210	0.41	0.49
VIC	Wyndham (City)	156	208	0.61	0.77
VIC	Greater Geelong (City)	183	206	0.73	0.80
NSW	Blacktown (City)	234	203	0.64	0.54
VIC	Moreland (City)	184	191	1.01	1.03
NSW	Cumberland (Area)	123	190	0.52	0.79
VIC	Greater Dandenong (City)	175	179	1.05	1.06
VIC	Whittlesea (City)	173	177	0.77	0.77
NSW	Central Coast (City)	198	171	0.58	0.50
NSW	Liverpool (City)	139	170	0.62	0.75
VIC	Darebin (City)	175	169	1.08	1.03
QLD	Ipswich (City)	159	169	0.74	0.76
NSW	Parramatta (City)	124	164	0.49	0.64
SA	Salisbury (City)	169	160	1.19	1.11
SA	Playford (City)	151	158	1.62	1.67
WA	Swan (City)	187	152	1.30	1.03
WA	Wanneroo (City)	159	148	0.78	0.71
VIC	Port Phillip (City)	114	147	1.01	1.27
WA	Stirling (City)	150	141	0.68	0.64
WA	Rockingham (City)	100	141	0.75	1.04
NSW	Lake Macquarie (City)	167	138	0.82	0.67
NSW	Fairfield (City)	118	137	0.56	0.65
NSW	Cessnock (City)	151	137	2.56	2.28
NSW	Newcastle (City)	132	135	0.81	0.82
NSW	Penrith (City)	152	129	0.73	0.61
VIC	Melton (City)	134	129	0.86	0.78
VIC	Ballarat (City)	109	129	1.02	1.18
WA	Cockburn (City)	138	127	1.23	1.11
VIC	Frankston (City)	119	126	0.84	0.88
VIC	Greater Bendigo (City)	113	123	0.97	1.04
VIC	Monash (City)	78	120	0.39	0.59
WA	Gosnells (City)	155	114	1.26	0.92
SA	Port Adelaide Enfield (City)	113	112	0.90	0.88
VIC	Latrobe (City)	74	109	0.98	1.44
VIC	Yarra (City)	95	108	0.96	1.06
QLD	Sunshine Coast (Regional Council)	116	108	0.36	0.33
VIC	Maribyrnong (City)	80	106	0.88	1.13
NSW	Wollongong (City)	95	106	0.44	0.49
WA	Armadale (City)	106	105	1.21	1.16
NSW	Campbelltown (City)	92	104	0.55	0.61
VIC	Boroondara (City)	46	102	0.25	0.56

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, 2018/19 and 2019/20

State / Territory	LGA name	Number of thefts		Theft rate per 1,000 population*	
		2018/19	2019/20	2018/19	2019/20
NSW	Cessnock (City)	151	137	2.56	2.28
WA	Belmont (City)	55	84	1.33	2.00
SA	Adelaide (City)	34	50	1.37	1.96
WA	Murray (Shire)	29	32	1.64	1.79
SA	Playford (City)	151	158	1.62	1.67
WA	Fremantle (City)	42	51	1.36	1.64
WA	Perth (City)	50	46	1.80	1.60
WA	Port Hedland (Town)	19	22	1.27	1.45
VIC	Latrobe (City)	74	109	0.98	1.44
VIC	Hume (City)	283	322	1.26	1.38
WA	East Pilbara (Shire)	7	15	0.64	1.37
VIC	Golden Plains (Shire)	19	32	0.82	1.35
VIC	Strathbogie (Shire)	7	14	0.66	1.30
VIC	Port Phillip (City)	114	147	1.01	1.27
VIC	Mitchell (Shire)	50	58	1.13	1.26
VIC	Melbourne (City)	179	226	1.05	1.26
WA	Serpentine-Jarrahdale (Shire)	24	40	0.78	1.23
QLD	Logan (City)	383	407	1.17	1.22
WA	Kwinana (City)	60	55	1.38	1.22
TAS	Launceston (City)	39	80	0.58	1.18
VIC	Ballarat (City)	109	129	1.02	1.18
WA	Mundaring (Shire)	28	46	0.72	1.18
WA	Armadale (City)	106	105	1.21	1.16
VIC	Maribyrnong (City)	80	106	0.88	1.13
SA	Salisbury (City)	169	160	1.19	1.11
WA	Cockburn (City)	138	127	1.23	1.11
VIC	Murrindindi (Shire)	9	16	0.62	1.10
QLD	Western Downs (Regional Council)	18	38	0.52	1.10
VIC	Campaspe (Shire)	53	41	1.41	1.09
VIC	Moira (Shire)	29	32	0.97	1.07
VIC	Yarra (City)	95	108	0.96	1.06
VIC	Greater Dandenong (City)	175	179	1.05	1.06
VIC	Gannawarra (Shire)	14	11	1.33	1.05
VIC	Mildura (Rural City)	56	58	1.01	1.04
VIC	Greater Bendigo (City)	113	123	0.97	1.04
WA	Rockingham (City)	100	141	0.75	1.04
VIC	Darebin (City)	175	169	1.08	1.03
WA	Swan (City)	187	152	1.30	1.03
VIC	Moreland (City)	184	191	1.01	1.03
WA	Kalgoorlie-Boulder (City)	49	30	1.63	1.02
VIC	Brimbank (City)	161	211	0.77	1.01
VIC	Moorabool (Shire)	41	35	1.20	1.00
VIC	Macedon Ranges (Shire)	46	47	0.93	0.94
VIC	Greater Shepparton (City)	83	62	1.26	0.93
WA	Gosnells (City)	155	114	1.26	0.92
NSW	Broken Hill (City)	8	16	0.45	0.92
QLD	Gold Coast (City)	470	566	0.77	0.91
NSW	Nambucca Valley (Area)	14	18	0.71	0.91
QLD	Somerset (Regional Council)	16	23	0.62	0.88
SA	Port Adelaide Enfield (City)	113	112	0.90	0.88
VIC	Frankston (City)	119	126	0.84	0.88

* 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, 2019/20

| 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)**		
Braddon	-5	2	Calwell	5	5
Fyshwick	-4	4	Majura	5	6
Narrabundah	-4	5	Spence	5	5
			Holt	4	4
NSW (LGA)			**NSW (LGA)**		
Blacktown (City)	-31	203	Canterbury-Bankstown (Area)	68	306
Lake Macquarie (City)	-29	138	Cumberland (Area)	67	190
Central Coast (City)	-27	171	Parramatta (City)	40	164
NT (LGA)			**NT (LGA)**		
Coomalie (Shire)	-5	1	Darwin (City)	3	32
Alice Springs (Town)	-4	13	Barkly (Regional Council)	1	2
Litchfield (Municipality)	-3	20	Tiwi Islands (Regional Council)	1	1
			Victoria Daly (Regional Council)	1	1
QLD (LGA)			**QLD (LGA)**		
Sunshine Coast (Regional Council)	-8	108	Brisbane (City)	197	688
Lockyer Valley (Regional Council)	-7	28	Gold Coast (City)	96	566
Southern Downs (Regional Council)	-5	9	Moreton Bay (Regional Council)	30	277
SA (LGA)			**SA (LGA)**		
Copper Coast (District Council)	-12	6	Adelaide (City)	16	50
Gawler (Town)	-9	18	West Torrens (City)	15	52
Salisbury (City)	-9	160	Adelaide Plains (District Council)	10	23
TAS (LGA)			**TAS (LGA)**		
Hobart (City)	-15	30	Launceston (City)	41	80
Glenorchy (City)	-11	30	Clarence (City)	17	42
Kingborough (Municipality)	-10	5	Devonport (City)	8	14
VIC (LGA)			**VIC (LGA)**		
Casey (City)	-23	243	Boroondara (City)	56	102
Greater Shepparton (City)	-21	62	Wyndham (City)	52	208
Mornington Peninsula (Shire)	-19	101	Brimbank (City)	50	211
WA (LGA)			**WA (LGA)**		
Gosnells (City)	-41	114	Rockingham (City)	41	141
Rockingham (City)	-37	106	Swan (City)	32	192
Swan (City)	-35	152	Belmont (City)	29	84

See note 1 for further information

- During the 2019/20 financial year, almost half of all profit-motivated thefts occurred from residential locations (dwellings or shed/garage) (48%), followed by the street (27%). The has been a slight drop in thefts from a residential location since 2018/19 from 51% to 48%. (Table 44 and Figure 24).

Table 44: Profit-motivated thefts by type of location, 2019/20

Type of theft location	Number of thefts	% of thefts
Residential	6,776	47.9%
Street	3,816	27.0%
Business/Commercial/Government Services	1,582	11.2%
Car Park	588	4.2%
Other	508	3.6%
Outdoor Space/Facilities	321	2.3%
Shopping Centre	311	2.2%
Passenger Transport	152	1.1%
Unspecified	77	0.5%
Petrol Station	27	0.2%
Grand Total	14,158	100.0%

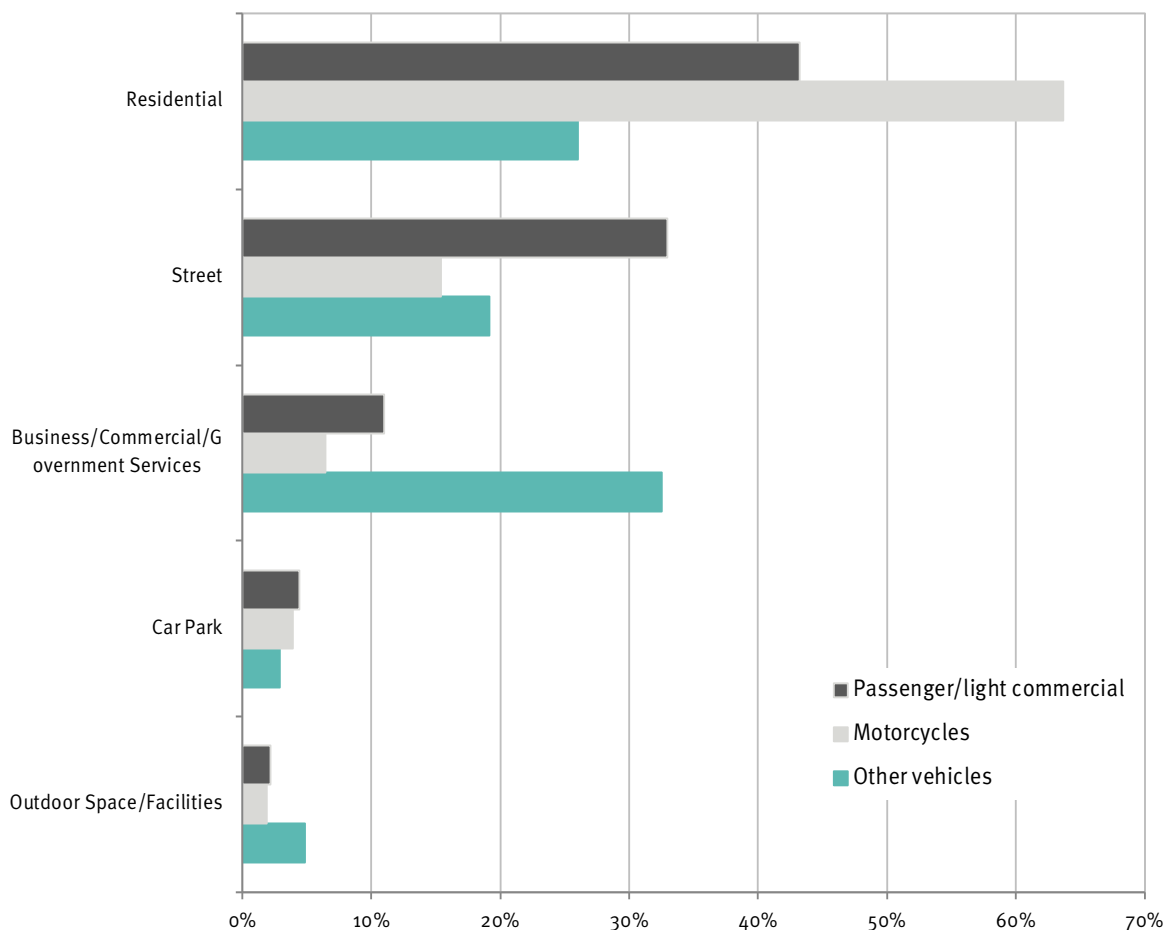See notes 1 & 4 for further information

Figure 24: Profit-motivated thefts by top location types, 2018/19 and 2019/20
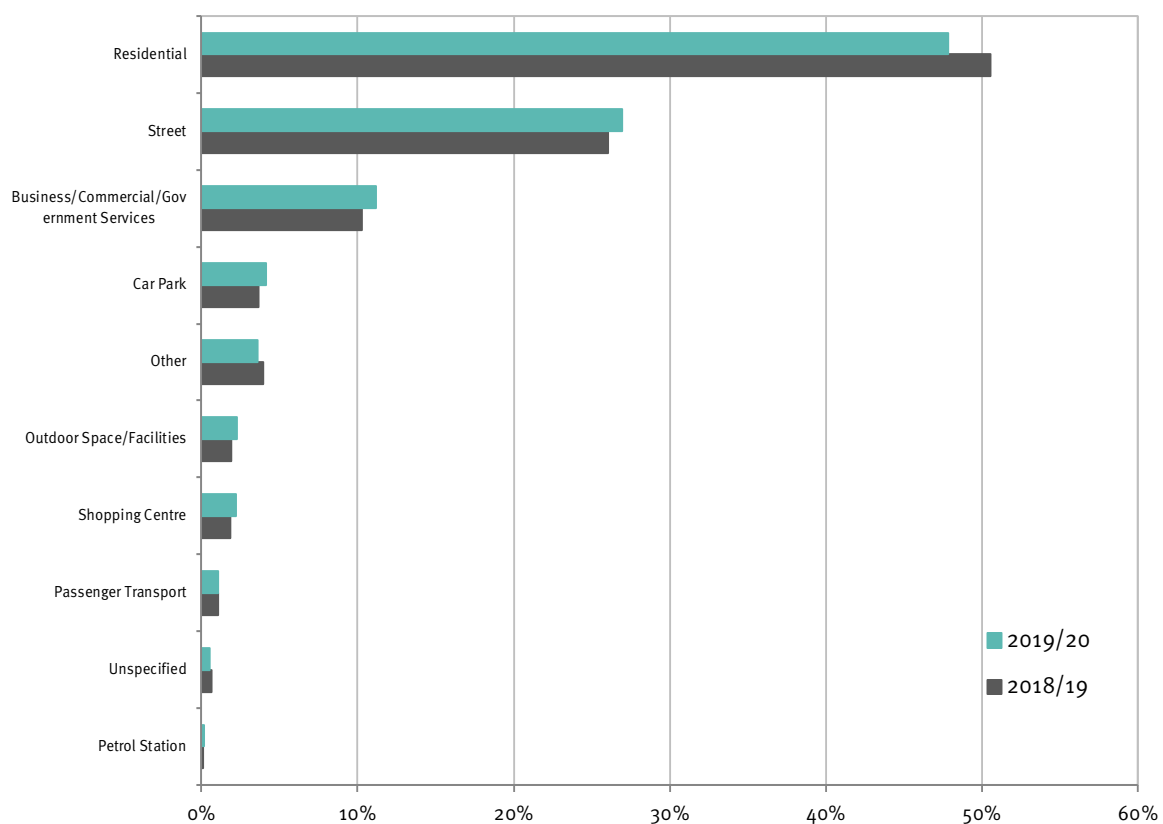
See notes 1 & 4 for further information

- The location type 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 (64%) compared to 43% for PLCs. Conversely, very few motorcycles were taken from the street (15%) despite accounting for 33% of profit-motivated PLC thefts. While PLCs and motorcycles had a small proportion (11% or less) of thefts from a business, commercial or government service, one third (33%) of other vehicles were taken from these locations (Figure 25).

Figure 25: Profit-motivated thefts by top location types and vehicle type, 2019/20

See note 4 for further information

- In Tasmania, approximately two fifths (44%) of all profit-motivated thefts occurred in metropolitan areas. For all other jurisdictions at least 52% or more of profit-motivated thefts occurred in metropolitan locations (Figure 26).

Figure 26: Proportion of profit-motivated thefts by area type and jurisdiction, 2019/20
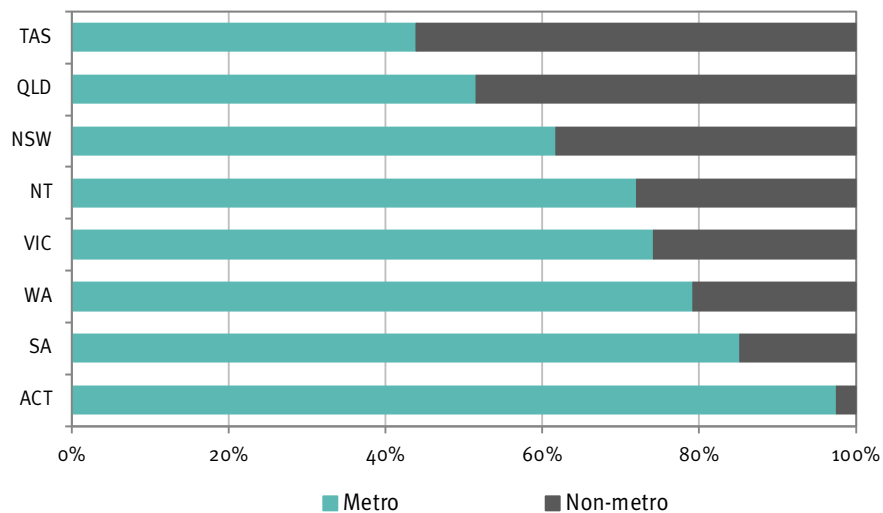
See note 1 for further information

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 2020 for all jurisdictions except TAS which was at 30 June 2020. 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 2019/20, a number of profit-motivated thefts from 2018/19 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 2019. 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 Statistical Geography Standard (ASGS) - 2020 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

The Vehicle Crime Continuum

Fraud
- Number plate fraud/cloning
- Staged collisions
- Finance and insurance fraud
- Identity fraud

Drugs
- Trafficking
- Transportation of drugs and guns
- Drug use

Road Safety
- Car jacking
- Dangerous driving
- Pursuits and evades

Property Crime
- Arson
- Home invasions and aggravated robberies
- Burglary

Separated Parts
- Shipping cars or parts overseas
- Separated parts
- Scrap metal

Counter Terrorism
- Vehicle born attacks
- Explosives

Theft
- Fuel drive offs
- Toll evasion

Crimes Against Person
- Abduction
- Shootings

National Motor Vehicle
Theft Reduction
Council