

CARS 

comprehensive auto-theft research system

STATISTICAL REPORT 2020/21



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, 2020/21

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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 Markit, 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 seven 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 2020/21 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 2021 for all states/territories except Tasmania which is at 30 June 2021. 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 2016/17 and 2020/21, 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.

Due to the closure of the National Motor Vehicle Theft Reduction Council on the 30th September 2021, the CARS statistical and research service will also cease operation on that date. This publication will therefore be the last in this series and the statistical tools on the carsafe.com.au website will also no longer be updated after September 2021.

The CARS staff would like to thank all those individuals and organisations who have provided data or support to CARS since it first began as a pilot project in South Australia in 1994.

2020/21

SECTION 1

EXECUTIVE SUMMARY

OVERALL KEY FINDINGS

- Australia recorded a total of 47,803 thefts during the 2020/21 financial year, which represents a 15% decrease over the 2019/20 total of 56,188 thefts.
- Over the last five years, Australia's total vehicle thefts have decreased 16% from the 2016/17 total of 57,034.
- During 2020/21 there was an average of 131 motor vehicle thefts per day in Australia. This is down from a total of 154 per day in 2019/20.
- With a recovery rate of 72% the 2020/21 total comprises 34,473 short-term thefts and 13,330 profit-motivated thefts.
- Australia's yearly theft rate equates to 2.33 thefts per 1,000 registered vehicles or 1.86 per 1,000 population. These are both lower than the respective 2.96 and 2.34 recorded in 2016/17.
- The median age of stolen vehicles in Australia has remained the same at 10 years of age.
- A total of 7,701 motorcycles were stolen in 2020/21. This is a 15% decrease over the 2019/20 total of 9,014 thefts, and is 7% fewer than the 2016/17 total.
- Motorcycles recorded the lowest recovery rate with only 47% of thefts in 2020/21 recovered compared to 78% of passenger and light commercial vehicles and 49% of other vehicles.
- The age profile of vehicles stolen in 2020/21 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 2020/21 were the Holden Commodore VE MY06-13 (898 thefts), Toyota Hilux MY05-11 (527 thefts), Ford Ranger PX MY11+ (495 thefts), Holden Captiva CG MY06-19 (404 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 2020/21 for example, 55% of all thefts occurred at a residential location compared to 52% in 2016/17.

Table 1: Motor vehicle theft overview, 2016/17 to 2020/21

	2016/17	2019/20	2020/21
Total thefts	57,034	56,188	47,803
% change from 2019/20 to 2020/21			-14.9%
% change from 2016/17 to 2020/21			-16.2%
Theft rate per 1,000 registrations	2.96	2.77	2.33
Theft rate per 1,000 population	2.34	2.20	1.86
Average number of thefts per day in Australia	156.3	153.9	131.0
Thefts by vehicle type			
Passenger/light commercials	46,242	44,900	38,187
Motorcycles	8,292	9,014	7,701
Other vehicles	2,500	2,274	1,915
% of thefts recovered			
All vehicles	74.8%	74.0%	72.1%
Passenger/light commercials	80.4%	79.3%	78.3%
Motorcycles	49.9%	53.1%	47.1%
Other vehicles	52.9%	54.0%	49.1%
Median vehicle age at time of theft	10 years	10 years	10 years
% of stolen vehicles aged			
0 - 4 years	18.9%	19.9%	19.6%
5 - 9 years	21.6%	21.5%	21.5%
10 - 14 years	22.3%	22.5%	22.0%
15 - 19 years	16.9%	16.3%	17.3%
20 - 24 years	8.3%	8.5%	8.3%
25 - 29 years	4.0%	3.4%	3.2%
30+ years	2.1%	2.5%	2.6%
Unknown age	5.9%	5.5%	5.5%
Type of theft locations			
Residential	52.0%	53.2%	55.1%
Street	24.1%	23.7%	23.6%
Business/Commercial/Government Services	10.4%	10.7%	9.7%
Car Park	4.3%	4.0%	3.9%
Outdoor Space/Facilities	1.6%	2.1%	2.0%

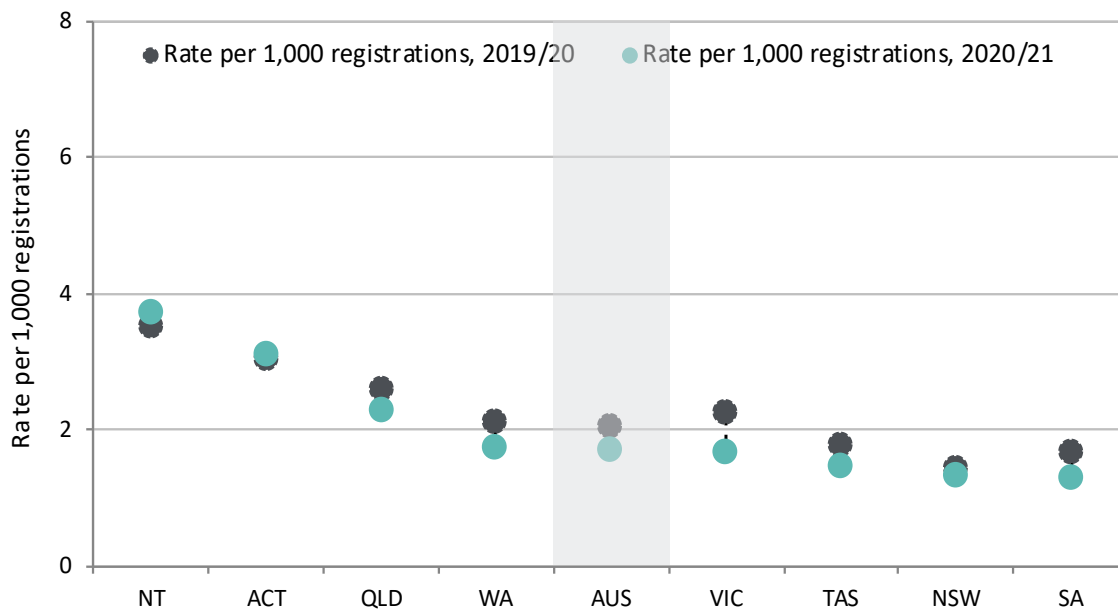
See notes 1, 2, 3, 4 for further information.



SHORT-TERM THEFT

- When adjusted for late recoveries, short-term thefts decreased by 15% in 2020/21 compared to the previous financial year and decreased 17% compared to five years ago (Table 2).
- The jurisdictions with the largest reductions in the past 12 months (after adjusting for late recoveries) were Victoria (-26%), South Australia (-22%) and Western Australia (-16%). In contrast, small increases were recorded in the Australian Capital Territory (+42 thefts) and the Northern Territory (+34 thefts)*.
- After adjusting for late recoveries, the rate of short-term thefts per 1,000 registered vehicles was 1.72, compared with 2.05 in 2020/21. Five years ago the theft rate was 2.21 per 1,000 registered vehicles.

Figure 1: Short-term theft rate per 1,000 registrations for each jurisdiction, 2019/20 and 2020/21



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

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

SHORT-TERM VERSUS PROFIT-MOTIVATED THEFTS

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

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

- Passenger/light commercial vehicles accounted for 87% of all short-term thefts with motorcycles accounting for a further 11%.
- The median age of short-term theft targets has remained stable at 9 years in 2020/21.
- The top three short-term theft targets in 2019/20 were the Holden Commodore VE MY06-13 (668 thefts), For Ranger PX MY11+ (421 thefts) and the Toyota Hilux MY05_11 (352 thefts).
- The top three locations with the highest number of short-term thefts in 2020/21 were the Queensland local government areas of City of Brisbane (first place with 2,371 thefts), the City of Gold Coast (second place with 1,599 thefts) and the City of Townsville with 815 thefts.
- Overall, 33% of all short-term thefts were recovered within 24 hours of the theft, 80% were recovered within 14 days and 88% were recovered within 30 days of the incident. The proportion of vehicles recovered within 14 days has increased from 75% in 2016/17 to 80% in 2020/21.
- Short-term theft targets stolen in metropolitan areas of Australia were recovered on average 18 kms from their theft location while vehicles stolen from non-metropolitan locations were recovered on average 32 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 2021 for all jurisdictions except TAS which is at 30 June 2021. 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 2020/21, a number of profit-motivated thefts from 2019/20 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, 2016/17 to 2020/21

	2016/17	2019/20	2020/21
Total short-term thefts	42,664	41,600	34,473
Adjusted for late recoveries			35,337
Short-term thefts (adjusted for late recoveries)			
Australian Capital Territory	892	947	989
New South Wales	8,884	8,246	7,763
Northern Territory	968	565	599
Queensland	8,526	11,549	10,310
South Australia	2,404	2,504	1,958
Tasmania	1,023	864	729
Victoria	13,545	12,001	8,834
Western Australia	6,422	4,924	4,155
Australia	42,664	41,600	35,337
Average number of thefts per day in Australia			
Adjusted for late recoveries	117.0	114.0	96.8
Theft rate per 1,000 registrations	2.21	2.05	1.68
Adjusted for late recoveries			1.72
Vehicle body type as % of thefts			
Passenger/light commercials	87.2%	85.6%	86.7%
- Small passenger vehicle	24.4%	23.9%	23.5%
- Medium passenger vehicle	9.1%	8.3%	8.5%
- Large passenger vehicle	15.7%	11.3%	10.7%
- Sports	2.7%	2.3%	2.2%
- SUV	15.3%	20.2%	22.5%
- People mover	0.9%	0.9%	0.9%
- Light commercial utility	14.9%	15.6%	15.5%
- Light commercial van	2.5%	2.4%	2.0%
- Motor home	0.1%	0.0%	0.0%
- Unknown passenger vehicle	1.7%	0.5%	0.8%
Motorcycles	9.7%	11.5%	10.5%
Other vehicles	3.1%	3.0%	2.7%

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Table 2: Short-term theft overview, 2016/17 to 2020/21 (cont.)

	2016/17	2019/20	2020/21
Median vehicle age at time of theft	10 years	9 years	9 years
% of stolen vehicles aged			
0 - 4 years	20.4%	21.8%	21.5%
5 - 9 years	22.6%	22.9%	23.0%
10 - 14 years	22.7%	22.9%	22.5%
15 - 19 years	17.2%	16.1%	17.2%
20 - 24 years	8.4%	8.2%	8.0%
25 - 29 years	3.9%	3.3%	3.1%
30+ years	1.7%	2.0%	1.9%
Unknown age	3.0%	2.9%	3.0%
Type of theft locations			
Residential	53.3%	55.0%	57.6%
Street	23.2%	22.6%	22.3%
Business/Commercial/Government Services	10.6%	10.6%	9.4%
Car Park	4.2%	4.0%	3.7%
Shopping Centre	2.0%	2.1%	2.0%
Time between theft and recovery			
% recovered within 1 day	29.9%	29.9%	33.3%
% recovered within 14 days	75.0%	75.4%	79.9%
% recovered within 30 days	83.4%	84.2%	87.8%
Mean distance between theft and recovery			
Metropolitan thefts	19.4 kms	19.4 kms	18.3 kms
Non-metropolitan thefts	49.8 kms	41.0 kms	32.4 kms

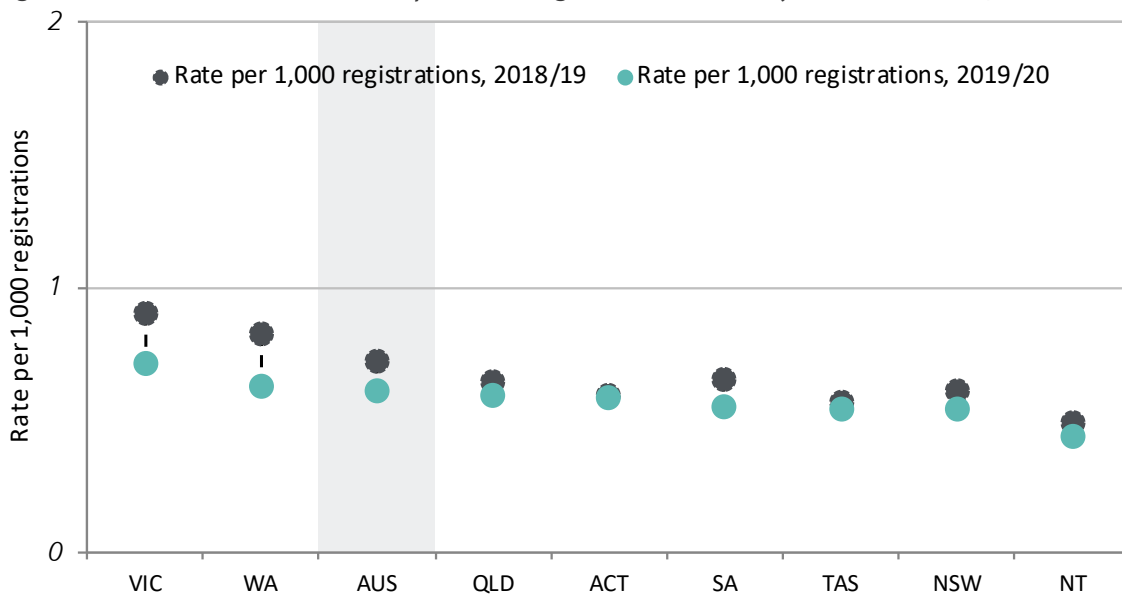
See notes 1, 2, 3, 4, 5, 6 & 7 for further information.



PROFIT-MOTIVATED THEFT

- When adjusted for late recoveries, profit-motivated thefts made up 26% of all motor vehicle thefts in Australia in 2020/21. The 12,466 vehicles stolen for profit in 2020/21 represented a 15% decrease from the 2019/20 total, and a 13% decrease when compared to five years ago.
- Compared to 2019/20 figures, the only jurisdiction that did not record a reduction was the Australian Capital Territory. The Australian Capital Territory recorded just 3 more profit-motivated thefts in this current year. The remaining jurisdictions all showed decreases in profit-motivated thefts with the largest decreases in Victoria (-941 thefts), Western Australia (-441 thefts) and New South Wales (-398 thefts).
- After adjusting for late recoveries, the rate of profit-motivated thefts in Australia during 2020/21 was 0.61 thefts per 1,000 registrations, with Victoria (0.72) and Western Australia (0.62) recording a higher rate.

Figure 2: Profit-motivated theft rate per 1,000 registrations for each jurisdiction, 2019/20 and 2020/21



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

- Passenger/light commercial vehicles accounted for 62% of all profit-motivated thefts in 2020/21 including light commercial utilities which comprised 14% of the overall total.
- Motorcycles comprised 31% of all profit-motivated thefts in 2020/21, 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 (39%) profit-motivated thefts in 2020/21.

Table 3: Profit-motivated theft overview, 2016/17 to 2020/21

	2016/17	2019/20	2020/21
Total profit-motivated thefts	14,370	14,588	13,330
Adjusted for late recoveries			12,466
Profit-motivated thefts (Adjusted for late recoveries)			
Australian Capital Territory	204	184	187
New South Wales	3,416	3,531	3,133
Northern Territory	135	78	71
Queensland	2,314	2,857	2,667
South Australia	855	984	844
Tasmania	239	275	267
Victoria	4,706	4,758	3,817
Western Australia	2,501	1,921	1,480
Australia	14,370	14,588	12,466
Average number of thefts per day in Australia			
Adjusted for late recoveries	39.4	40.0	34.2
Theft rate per 1,000 registrations			
Adjusted for late recoveries	0.75	0.72	0.65
			0.61
Vehicle body type as % of thefts			
Passenger/light commercials	62.9%	63.8%	62.1%
- Small passenger vehicle	12.1%	13.0%	12.7%
- Medium passenger vehicle	5.2%	5.0%	5.7%
- Large passenger vehicle	14.1%	10.8%	10.5%
- Sports	2.9%	2.6%	2.4%
- SUV	10.4%	13.3%	13.0%
- People mover	0.7%	0.6%	0.7%
- Light commercial utility	12.9%	14.6%	13.7%
- Light commercial van	1.9%	2.3%	2.0%
- Motor home	0.1%	0.1%	0.1%
- Unknown passenger vehicle	2.5%	1.4%	1.4%
Motorcycles	28.9%	29.0%	30.5%
Other vehicles	8.2%	7.2%	7.3%

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Table 3: Profit-motivated theft overview, 2016/17 to 2020/21 (cont.)

	2016/17	2019/20	2020/21
Median vehicle age at time of theft	11 years	11 years	10 years
% of stolen vehicles aged			
0 - 4 years	14.4%	14.3%	14.6%
5 - 9 years	18.6%	17.7%	17.7%
10 - 14 years	20.9%	21.5%	20.8%
15 - 19 years	16.0%	17.0%	17.6%
20 - 24 years	8.2%	9.4%	9.1%
25 - 29 years	4.1%	3.7%	3.4%
30+ years	3.3%	3.8%	4.5%
Unknown age	14.5%	12.6%	12.2%
Type of theft locations			
Residential	48.0%	48.0%	48.8%
Street	26.5%	26.8%	26.7%
Business/Commercial/Government Services	9.9%	10.8%	10.5%
Car Park	4.6%	4.0%	4.2%
Other	3.9%	3.7%	3.7%

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

SHORT-TERM VEHICLE THEFT

TRENDS

- There were 34,473 short-term thefts recorded in 2020/21 which when adjusted for late recoveries increases to 35,337. This adjusted total was 6,263 (or 15%) less than the 41,600 recorded in the previous financial year (Table 4).
- Among the larger jurisdictions, the largest decrease in short-term thefts was seen in Victoria (3,318 less thefts, 26%) followed by South Australia (546 less thefts, 22%).
- Increases in short term thefts were only seen in Australian Capital Territory and Northern Territory with 42 and 34 more thefts.
- Large decreases in short-term thefts were seen in all vehicle types with the largest decline seen in other vehicles (-22%) followed by motorcycles (-19%) and passenger/light commercial vehicle thefts (14%).
- 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 2020/21. However that figure increases to 20% in Western Australia and 17% in 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 4.6% nationally).
- Australia's rate of short-term motor vehicle theft in 2020/21 equates to 1.72 thefts per 1,000 registered vehicles or 1.38 thefts per 1,000 population. This represents a slight decline over the 2019/20 rates (1.75 and 1.56 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, 2019/20 and 2020/21*

Passenger/light commercials	ACT	NSW	NT	QLD	SA	TAS	VIC	WA	AUS
Thefts in 2020/21	884	6,245	548	9,240	1,533	638	7,622	3,193	29,903
Thefts in 2020/21 adjusted for late recoveries	914	6,535	552	9,340	1,584	645	7,684	3,226	30,480
Thefts in 2019/20	871	6,946	504	10,121	1,987	706	10,736	3,718	35,589
% change**	**	-5.9%	**	-7.7%	-20.3%	**	-28.4%	-13.2%	-14.4%
2020/21 theft rate per 1,000 registrations	3.04	1.22	3.85	2.33	1.16	1.47	1.60	1.54	1.65
2020/21 theft rate per 1,000 population	2.12	0.80	2.24	1.80	0.89	1.19	1.15	1.21	1.19
Motorcycles	ACT	NSW	NT	QLD	SA	TAS	VIC	WA	AUS
Thefts in 2020/21	52	878	36	680	314	65	801	803	3,629
Thefts in 2020/21 adjusted for late recoveries	60	958	36	717	328	70	887	837	3,893
Thefts in 2019/20	63	1,014	47	1,065	480	137	900	1,077	4,783
% change**	**	-5.5%	**	-32.7%	-31.7%	**	-1.4%	-22.3%	-18.6%
2020/21 theft rate per 1,000 registrations	4.35	3.64	5.85	3.10	5.69	3.00	3.96	6.58	4.11
2020/21 theft rate per 1,000 population	0.14	0.12	0.15	0.14	0.19	0.13	0.13	0.31	0.15
Other vehicles	ACT	NSW	NT	QLD	SA	TAS	VIC	WA	AUS
Thefts in 2020/21	15	258	11	247	46	14	260	90	941
Thefts in 2020/21 adjusted for late recoveries	15	270	11	253	46	14	263	92	964
Thefts in 2019/20	13	286	14	363	37	21	365	129	1,228
% change**	**	-5.6%	**	-30.3%	24.3%	**	-27.9%	-28.7%	-21.5%
2020/21 theft rate per 1,000 registrations	3.17	1.27	0.95	0.88	0.43	0.45	0.92	0.60	0.88
2020/21 theft rate per 1,000 population	0.03	0.03	0.04	0.05	0.03	0.03	0.04	0.03	0.04
All vehicles	ACT	NSW	NT	QLD	SA	TAS	VIC	WA	AUS
Thefts in 2020/21	951	7,381	595	10,167	1,893	717	8,683	4,086	34,473
Thefts in 2020/21 adjusted for late recoveries	989	7,763	599	10,310	1,958	729	8,834	4,155	35,337
Thefts in 2019/20	947	8,246	565	11,549	2,504	864	12,001	4,924	41,600
% change**	**	-5.9%	**	-10.7%	-21.8%	**	-26.4%	-15.6%	-15.1%
2020/21 theft rate per 1,000 registrations	3.10	1.34	3.72	2.28	1.28	1.48	1.66	1.75	1.72
2020/21 theft rate per 1,000 population	2.29	0.95	2.43	1.98	1.11	1.35	1.33	1.56	1.38

* 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, 2020/21*

	ACT	NSW	NT	QLD	SA	TAS	VIC	WA	AUS
Passenger/light commercial vehicles									
Number of thefts	914	6,535	552	9,340	1,584	645	7,684	3,226	30,480
% of all thefts	92.4%	84.2%	92.2%	90.6%	80.9%	88.5%	87.0%	77.6%	86.3%
Motorcycles									
Number of thefts	60	958	36	717	328	70	887	837	3,893
% of all thefts	6.1%	12.3%	6.0%	7.0%	16.8%	9.6%	10.0%	20.1%	11.0%
Other vehicles									
Number of thefts	15	270	11	253	46	14	263	92	964
% of all thefts	1.5%	3.5%	1.8%	2.5%	2.3%	1.9%	3.0%	2.2%	2.7%
All vehicles									
Number of thefts	989	7,763	599	10,310	1,958	729	8,834	4,155	35,337
Number registered	319,312	5,814,096	161,109	4,520,755	1,526,824	492,530	5,322,230	2,370,437	20,527,293

* The 2020/21 thefts have been adjusted for late recoveries

See notes 1, 2 & 5 for further information.

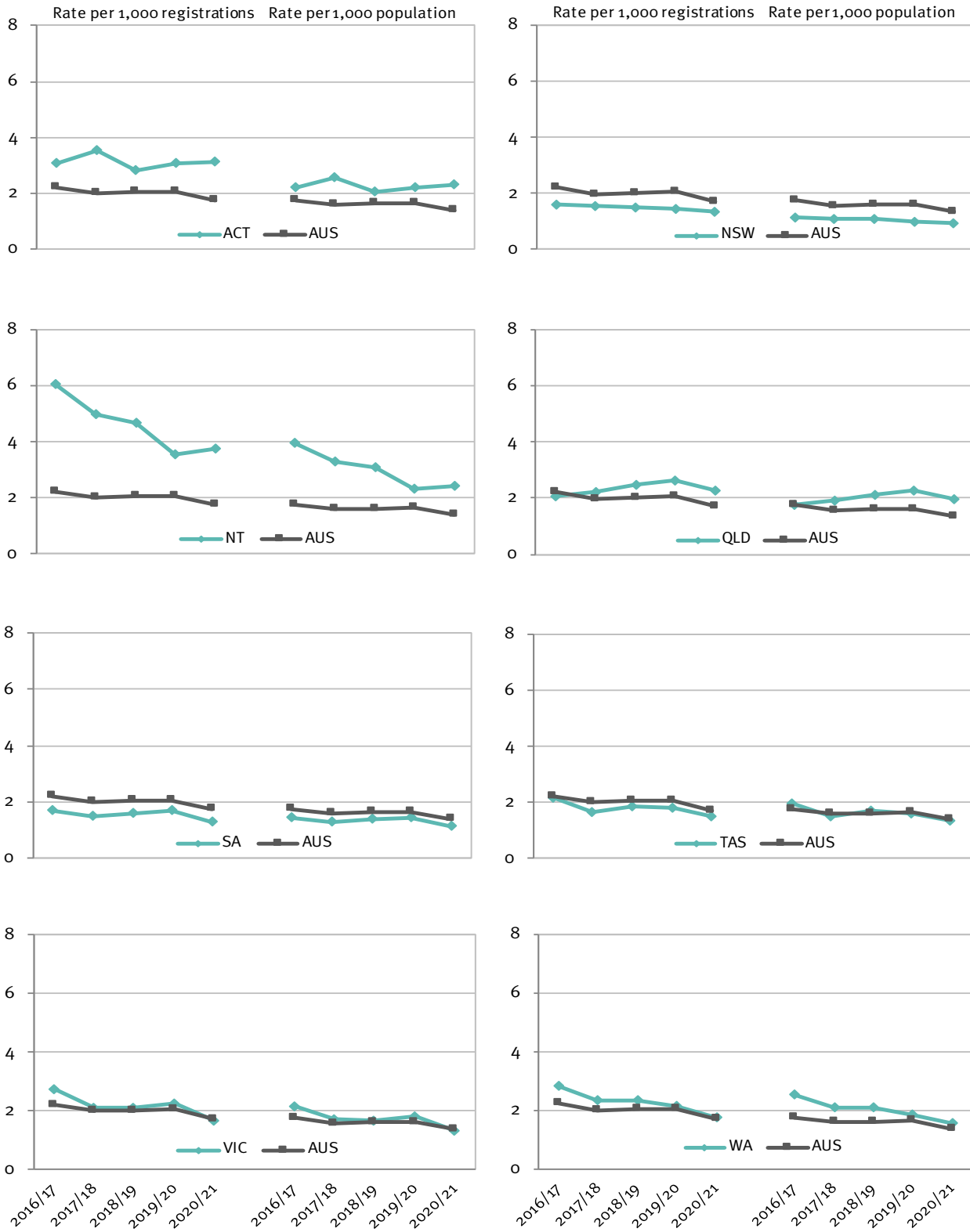
Table 6: Short-term theft rate per 1,000 registrations and per 1,000 population by jurisdiction, 2016/17 to 2020/21

Theft rate per 1,000 registrations	ACT	NSW	NT	QLD	SA	TAS	VIC	WA	AUS
2016/17	3.04	1.62	6.01	2.05	1.67	2.18	2.72	2.81	2.21
2017/18	3.51	1.56	4.97	2.21	1.46	1.66	2.12	2.34	1.99
2018/19	2.82	1.53	4.68	2.46	1.57	1.86	2.11	2.35	2.03
2019/20	3.04	1.43	3.52	2.61	1.66	1.78	2.27	2.12	2.05
2020/21*	3.10	1.34	3.72	2.28	1.28	1.48	1.66	1.75	1.72
Theft rate per 1,000 population	ACT	NSW	NT	QLD	SA	TAS	VIC	WA	AUS
2016/17	2.19	1.14	3.93	1.75	1.40	1.97	2.17	2.50	1.75
2017/18	2.54	1.11	3.27	1.90	1.26	1.49	1.70	2.07	1.58
2018/19	2.05	1.08	3.08	2.12	1.37	1.68	1.68	2.08	1.62
2019/20	2.21	1.01	2.30	2.25	1.42	1.61	1.80	1.86	1.63
2020/21*	2.29	0.95	2.43	1.98	1.11	1.35	1.33	1.56	1.38

* The 2020/21 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, 2016/17 to 2020/21*



* The 2020/21 rates used in these graphs have been adjusted for late recoveries

See notes 3 & 5 for further information.

WHAT TYPES OF VEHICLES WERE STOLEN?

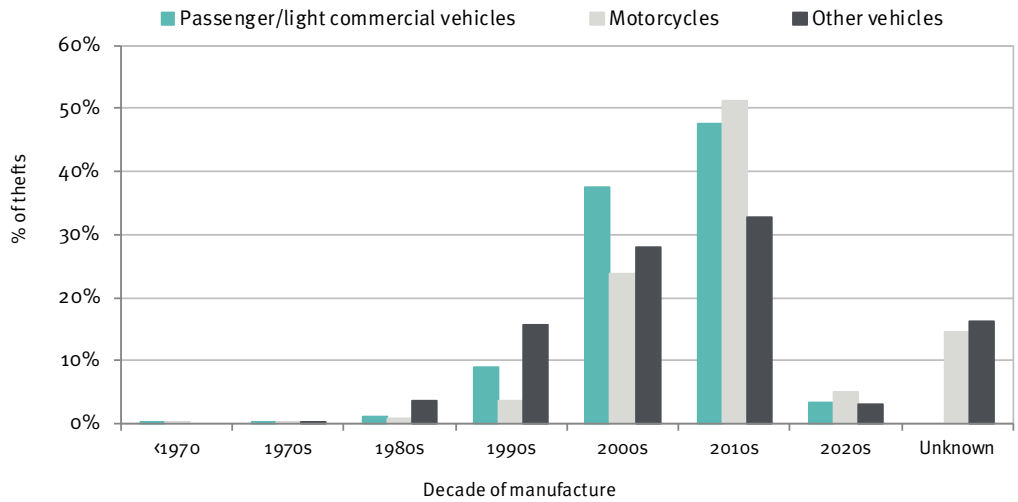
- Almost nine in ten (89%) short-term PLC thefts were manufactured from the year 2000, with a mean age of 11.4 years (Table 7).
- Similarly, motorcycles stolen in 2020/21 were also newer models with over half (57%) manufactured from 2010 onwards and an average age of only 9.1 years.

Table 7: Short-term thefts by decade of manufacture, 2020/21

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	16	0.1%	0.9%	0.15
1970s	48	0.2%	5.8%	0.39
1980s	310	1.0%	32.0%	1.85
1990s	2,693	9.0%	56.0%	2.52
2000s	11,197	37.4%	3.9%	1.89
2010s	14,278	47.7%	0.1%	1.38
2020s	1,024	3.4%	-	-
Unknown	337	1.1%	90.1%	17.90
Total - Passenger/light commercials	29,903	86.7%	0.0%	1.62
Motorcycles				
<1970	3	0.1%	1.5%	0.34
1970s	14	0.4%	2.5%	1.00
1980s	30	0.8%	7.1%	1.24
1990s	128	3.5%	31.0%	1.90
2000s	869	23.9%	52.4%	2.96
2010s	1,865	51.4%	3.8%	3.76
2020s	187	5.2%	-	-
Unknown	533	14.7%	0.7%	75.69
Total - Motorcycles	3,629	10.5%	4.6%	3.83
Other vehicles				
<1970	-	0.0%	1.5%	0.00
1970s	3	0.3%	3.1%	0.09
1980s	35	3.7%	7.6%	0.42
1990s	149	15.8%	12.7%	1.07
2000s	263	27.9%	30.0%	0.80
2010s	308	32.7%	41.2%	0.68
2020s	29	3.1%	-	-
Unknown	154	16.4%	3.0%	16.54
Total - Other vehicles	941	2.7%	0.9%	0.86

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

Figure 4: Short-term thefts by vehicle type and decade of manufacture, 2020/21

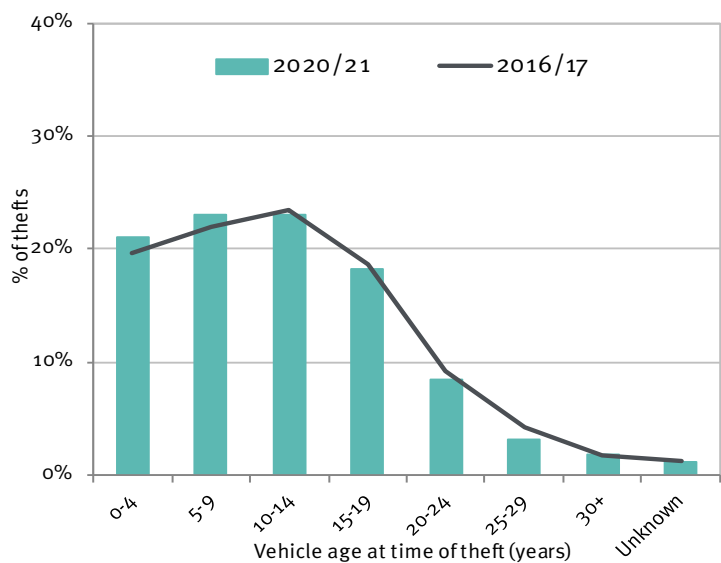


See notes 1 & 2 for further information.

PASSENGER AND LIGHT COMMERCIAL VEHICLES

- Compared to 5 years ago, the vehicle theft profile has remained relatively stable with a slight increase in thefts of passenger and light commercial vehicles aged 0-9 years and decrease in vehicles aged 20-29 years (Figure 5).

Figure 5: Short-term passenger and light commercial thefts by age of vehicle, 2016/17 and 2020/21



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 10% of all PLC short-term thefts in 2020/21 (Table 8).

Table 8: Passenger/light commercial vehicle short-term thefts and registrations by immobiliser presence in each jurisdiction, 2020/21

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	779	88.1%	285,995	95.1%	2.72
Non-Australian Standard	9	1.0%	1,465	0.5%	6.14
No Immobiliser	96	10.9%	13,337	4.4%	7.20
NSW					
Australian Standard	5,589	89.5%	5,005,276	93.8%	1.12
Non-Australian Standard	58	0.9%	30,436	0.6%	1.91
No Immobiliser	598	9.6%	303,019	5.7%	1.97
NT					
Australian Standard	470	85.8%	130,007	90.7%	3.62
Non-Australian Standard	4	0.7%	605	0.4%	6.61
No Immobiliser	74	13.5%	12,720	8.9%	5.82
QLD					
Australian Standard	8,679	93.9%	3,613,928	90.3%	2.40
Non-Australian Standard	40	0.4%	25,212	0.6%	1.59
No Immobiliser	521	5.6%	361,783	9.0%	1.44
SA					
Australian Standard	1,267	82.6%	1,214,744	89.2%	1.04
Non-Australian Standard	38	2.5%	14,907	1.1%	2.55
No Immobiliser	228	14.9%	131,771	9.7%	1.73
TAS					
Australian Standard	329	51.6%	367,838	83.9%	0.89
Non-Australian Standard	7	1.1%	4,860	1.1%	1.44
No Immobiliser	302	47.3%	65,611	15.0%	4.60
VIC					
Australian Standard	6,421	84.2%	4,487,900	93.2%	1.43
Non-Australian Standard	118	1.5%	42,911	0.9%	2.75
No Immobiliser	1,083	14.2%	282,560	5.9%	3.83
WA					
Australian Standard	3,035	95.1%	1,996,675	95.5%	1.52
Non-Australian Standard	27	0.8%	14,906	0.7%	1.81
No Immobiliser	131	4.1%	79,299	3.8%	1.65
Australia					
Australian Standard	26,569	88.9%	17,102,363	92.5%	1.55
Non-Australian Standard	301	1.0%	135,302	0.7%	2.22
No Immobiliser	3,033	10.1%	1,250,100	6.8%	2.43

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

- The Holden Commodore VE MY06-13 was the top short-term theft target during the financial year with 668 thefts, followed by the Ford Ranger PX MY11+(421 thefts). They recorded an average value of \$7,753 and \$34,085 respectively (Table 9).
- The combined total of the top 10 short-term passenger and light commercial theft targets in 2020/21 accounted for 11% of all PLC short-term thefts and was valued at \$49 million.

Table 9: Top passenger/light commercial vehicle short-term theft targets by Make/Model/Series/Year Range, 2020/21

Ranking		Make Model Series Year Range	Number of thefts		Sum of Glass's Guide value estimate	
2019/20	2020/21		2019/20	2020/21	2019/20	2020/21
1	1	Holden Commodore VE MY06_13	750	668	\$6,348,944	\$5,178,792
4	2	Ford Ranger PX MY11+	376	421	\$11,963,604	\$14,349,801
5	3	Toyota Hilux MY15+	364	371	\$12,512,924	\$12,099,499
3	4	Toyota Hilux MY05_11	422	352	\$4,155,411	\$3,169,839
7	5	Holden Captiva CG MY06_19	313	326	\$2,956,771	\$2,740,907
6	6	Holden Commodore VY MY02_04	343	276	\$1,487,130	\$1,138,494
7	7	Nissan Navara D40 MY05_15	313	257	\$4,177,888	\$2,930,744
8	8	Toyota Hilux MY12_15	298	248	\$6,293,529	\$4,982,016
12	9	Ford Falcon FG MY08_14	270	244	\$2,535,594	\$2,141,510
11	10	Mazda 3 BK MY04_09	274	239	\$877,139	\$694,498
8	11	Ford Falcon BA MY02_05	298	234	\$1,343,201	\$1,010,545
9	12	Holden Commodore VZ MY04_06	286	229	\$1,449,053	\$1,077,590
13	13	Holden Cruze JH MY11_16	255	225	\$2,427,460	\$1,701,148
16	14	Toyota Corolla ZRE152R MY07_14	234	223	\$1,469,232	\$1,221,229
2	15	Nissan Pulsar N15 MY95_00	437	215	\$944,271	\$469,070
14	16	Volkswagen Golf 1K MY04_13	244	213	\$2,069,254	\$1,535,085
17	17	Toyota Corolla ZZE122R MY01_07	226	202	\$599,684	\$516,344
15	17	Toyota Hilux MY98_04	240	202	\$985,446	\$808,429
36	18	Nissan X-Trail T32 MY14+	169	194	\$4,831,321	\$5,537,263
10	19	Toyota Corolla ZRE182R MY12_18	284	193	\$4,806,516	\$2,824,560
29	20	Toyota Landcruiser Prado 150 Series MY09+	184	191	\$10,265,201	\$9,763,864
21	21	Mazda 3 BL MY09_14	212	186	\$1,985,032	\$1,438,252
17	22	Volkswagen Golf AU MY13+	226	182	\$6,352,909	\$4,722,261
25	23	Hyundai Accent RB MY11_19	193	180	\$2,223,871	\$1,965,797
22	24	Toyota Camry ASV50R MY11_17	205	175	\$3,686,923	\$2,778,878
23	24	Holden Colorado RG MY12_20	204	175	\$5,449,187	\$4,564,652
28	25	Mitsubishi Lancer CJ MY07_15	186	173	\$1,798,289	\$1,425,703
19	26	Hyundai i30 PD MY17_20	220	168	\$5,068,963	\$3,787,946
18	27	Holden Commodore VF MY13_17	224	164	\$5,804,866	\$3,799,079
35	28	Toyota Yaris MY05_11	170	163	\$601,460	\$536,499
37	29	Toyota Landcruiser Ute 70 Series MY07+	168	156	\$6,384,476	\$5,687,084
24	30	Mitsubishi Triton MN MY09_15	199	154	\$3,017,992	\$2,135,529
20	30	Holden Commodore VX MY00_02	217	154	\$825,196	\$581,119

See notes 1, 2 & 10 for further information.

- More than one third (35%) of PLCs stolen for short-term use in 2020/21 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, 10% of PLC thefts were valued between \$30,000 and \$49,999 and only 4% were valued at \$50,000 or more (Table 10).
- The proportion of large passenger short-term thefts has continued to slowly decline to 12% in 2020/21 compared to 13% in 2019/20 and 18% in 2016/17. Despite this decline, as a group they are still over-represented in theft numbers as they accounted for only 8% of all passenger and light commercial vehicle registrations in 2020/21. (Table 11 and Figure 6).
- Compared to five years ago, the proportion of SUVs as short-term theft targets has increased considerably (SUVs up from 18% to 26%) following closely behind small passenger vehicles that made up the majority of PLC short-term thefts in 2020/21 (27%). (Table 11).

Table 10: Short-term passenger and light commercial thefts by Glass's Guide value estimates, 2020/21

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	10,575	35%	31,912,178	7%
\$5,000 to < \$10,000	5,994	20%	42,386,974	9%
\$10,000 to < \$20,000	5,437	18%	78,791,201	18%
\$20,000 to < \$30,000	3,673	12%	89,285,368	20%
\$30,000 to < \$50,000	3,072	10%	114,488,381	26%
\$50,000+	1,152	4%	91,636,954	20%
Grand total	29,903	100%	448,501,056	100%

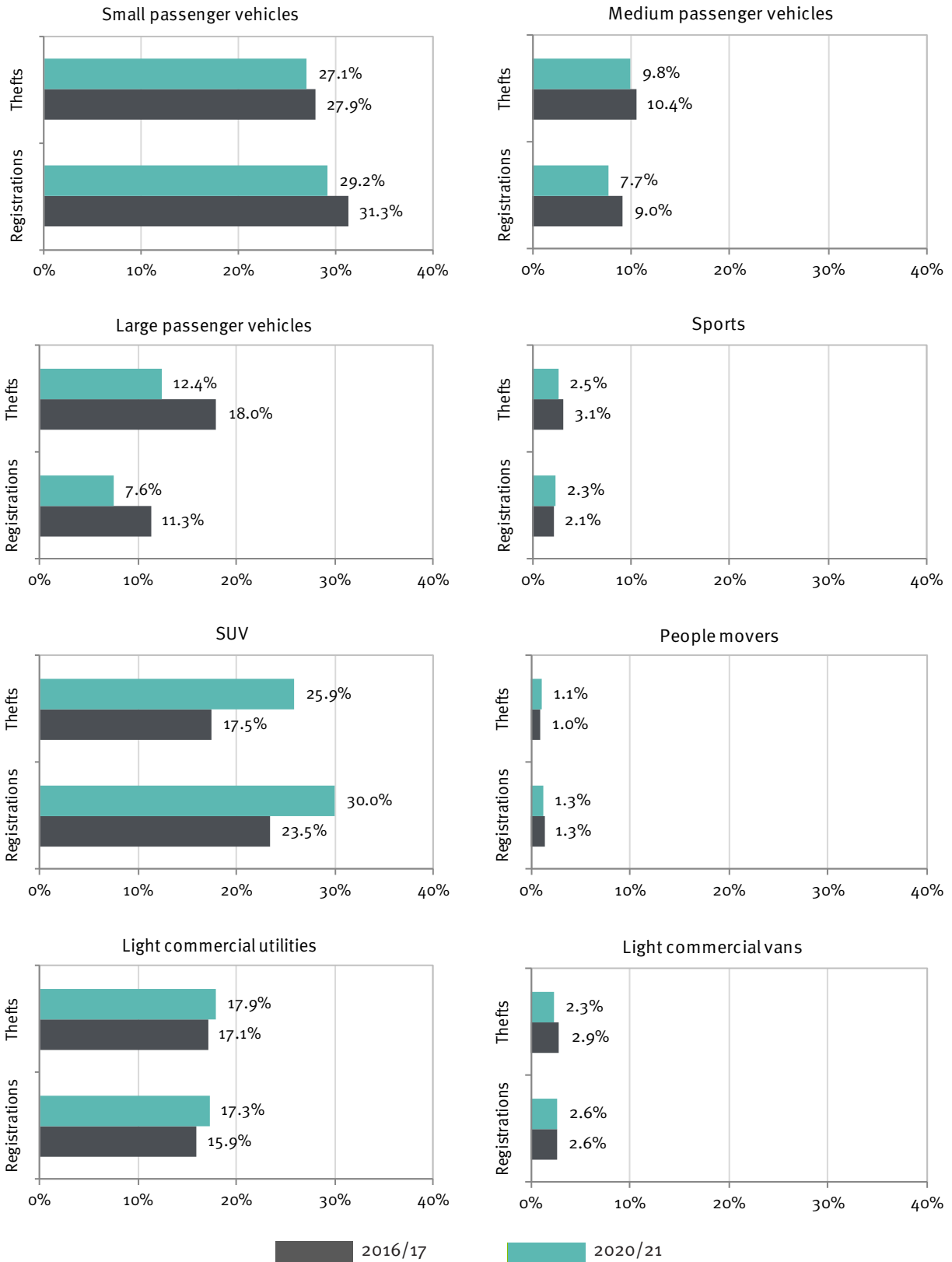
See notes 1, 2 & 10 for further information.

Table 11: Number and rate of short-term thefts of passenger/light commercial vehicles by segment, 2019/20 and 2020/21

Vehicle segment	Number of thefts		% of thefts		Theft rate per 1,000 registrations	
	2019/20	2020/21	2019/20	2020/21	2019/20	2020/21
Small passenger	9,943	8,089	27.9%	27.1%	1.81	1.50
Medium passenger	3,469	2,942	9.7%	9.8%	2.35	2.06
Large passenger	4,716	3,698	13.3%	12.4%	3.10	2.64
Sports	953	760	2.7%	2.5%	2.33	1.82
SUV	8,419	7,751	23.7%	25.9%	1.62	1.40
People mover	385	321	1.1%	1.1%	1.59	1.34
Light commercial utility	6,493	5,351	18.2%	17.9%	2.10	1.68
Light commercial van	978	692	2.7%	2.3%	2.07	1.43
Motor home	19	17	0.1%	0.1%	0.70	0.61
Unknown passenger	214	282	0.6%	0.9%	0.59	0.82

See notes 1, 2 & 3 for further information.

Figure 6: Short-term passenger/light commercial vehicle thefts and registrations by vehicle segment, 2016/17 and 2020/21



See notes 1 & 2 for further information.

Table 12: Top short-term passenger/light commercial vehicle theft targets, 2019/20 and 2020/21

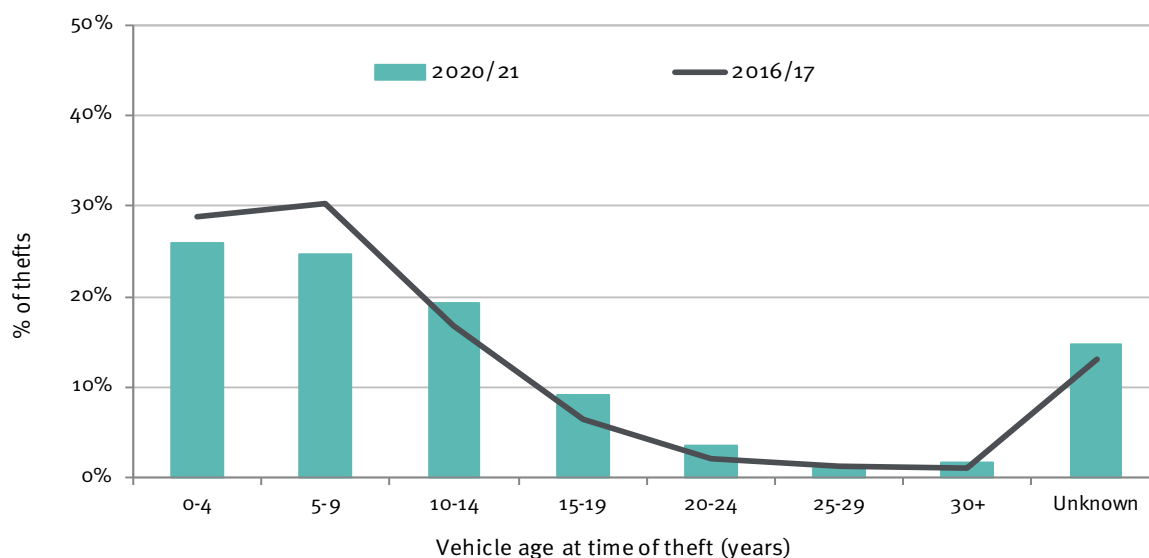
Segment / Make model series year	Number of thefts	
	2019/20	2020/21
Small passenger		
Mazda 3 BK MY04_09	274	239
Holden Cruze JH MY11_16	255	225
Toyota Corolla ZRE152R MY07_14	234	223
Medium passenger		
Toyota Camry ASV50R MY11_17	205	175
Toyota Camry ACV40R MY06_12	174	148
Toyota Camry SXV20R MY97_02	127	108
Large passenger		
Holden Commodore VE MY06_13	750	668
Holden Commodore VY MY02_04	343	276
Ford Falcon FG MY08_14	270	244
Sports		
Ford Mustang MY15_18	30	36
Subaru Impreza WRX MY14+	14	25
Subaru Impreza WRX MY08_14	30	22
SUV		
Holden Captiva CG MY06_19	313	326
Nissan X-Trail T32 MY14+	169	194
Toyota Landcruiser Prado 150 Series MY09+	184	191
People mover		
Kia Carnival YP MY15_20	40	40
Kia Grand Carnival VQ MY06_15	36	32
Toyota Tarago ACR50R MY06_19	24	21
Light commercial utility		
Ford Ranger PX MY11+	376	421
Toyota Hilux MY15+	364	371
Toyota Hilux MY05_11	422	352
Light commercial van		
Toyota Hiace MY05_19	191	129
Toyota Hiace MY90_04	178	78
Hyundai iLoad TQ MY07+	64	71

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 to 10-19 years (Figure7).

Figure 7: Short-term motorcycle thefts by age of vehicle, 2016/17 and 2020/21



See notes 1 & 2 for further information.

Table 13: Short-term motorcycle thefts by market segment, 2019/20 and 2020/21

Vehicle segment	Number of thefts		% of thefts	
	2019/20	2020/21	2019/20	2020/21
On-road	2,942	2,149	61.5%	59.2%
- Standard	345	246	7.2%	6.8%
- Sports	955	618	20.0%	17.0%
- Touring	112	92	2.3%	2.5%
- Cruiser	114	79	2.4%	2.2%
- Scooter	1,235	989	25.8%	27.3%
- Electric	2	2	0.0%	0.1%
- Unknown	179	123	3.7%	3.4%
Off-road	761	653	15.9%	18.0%
- ATV	93	90	1.9%	2.5%
- Dirt	141	102	2.9%	2.8%
- Sport	315	253	6.6%	7.0%
- Mini	35	40	0.7%	1.1%
- Electric	1		0.0%	0.0%
- Unknown	176	168	3.7%	4.6%
Unknown motorcycle	1080	827	22.6%	22.8%
Total motorcycles	4,783	3,629	100.0%	100.0%

See notes 1 & 2 for further information.

- Where make was recorded, just over one in five (21%) of the motorcycles stolen for short-term use in 2020/21 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 2020/21.
- CF Moto and Peugeot had the largest increase in motorcycle short-term theft up +13 and +5 thefts respectively, while Honda and Kawasaki had the greatest reductions, down 288 thefts (-28%) and 178 thefts (-36%).

Table 14: Top motorcycle short-term theft targets by make, 2019/20 and 2020/21

Ranking		Make	Number of thefts		% of thefts	
2019/20	2020/21		2019/20	2020/21	2019/20	2020/21
1	1	Honda	1,031	743	22%	21%
2	2	Yamaha	737	564	16%	16%
3	4	Suzuki	428	361	9%	10%
4	3	Kawasaki	497	319	11%	9%
5	5	KTM	282	228	6%	6%
6	6	SYM	215	191	5%	5%
7	7	Kymco	177	133	4%	4%
8	8	Piaggio	148	109	3%	3%
9	10	Longjia	96	100	2%	3%
10	9	Triumph	111	86	2%	2%
11	11	Hyosung	93	59	2%	2%
12	14	Vespa	61	52	1%	1%
13	13	BMW	62	51	1%	1%
14	17	Husqvarna	46	50	1%	1%
15	20	CFMoto	32	45	1%	1%
16	15	Ducati	60	41	1%	1%
17	12	Aprilia	67	39	1%	1%
18	13	Harley Davidson	62	38	1%	1%
19	19	TGB	36	34	1%	1%
20	18	Vmoto	40	26	1%	1%
21	21	Adly	28	24	1%	1%
22	16	Bolwell	47	20	1%	1%
23	22	Bollini	23	19	0%	1%
24	24	Polaris	15	14	0%	0%
25	23	Znen	16	13	0%	0%
26	26	Royal Enfield	11	11	0%	0%
27	28	MV Agusta	8	10	0%	0%
27	24	Daelim	15	10	0%	0%
28	35	Peugeot	1	6	0%	0%
28	32	FYM	4	6	0%	0%
28	28	Torino	8	6	0%	0%
28	32	Kubota	4	6	0%	0%
29	24	Baotian	15	5	0%	0%

See notes 1, 2 & 10 for further information.

Table 15: Top motorcycle short-term theft targets by make and model, 2019/20 and 2020/21

Motorcycle Make and Model	Segment	Short-term thefts	
		2019/20	2020/21
Suzuki DR-Z400 398cc MY00+	Off-road dirt	51	46
Honda Dio NSC110 110cc MY11+	On-road scooter	34	44
Yamaha WR450 449cc MY03+	Off-road sport	54	43
Suzuki Address 110 113cc MY15+	On-road scooter	20	42
Yamaha YZF-R3 321cc MY15+	On-road sport	58	41
Honda CB125E 124cc MY12+	On-road standard	51	40
Kawasaki Ninja 300 296cc MY12_18	On-road sport	68	34
Honda Grom MSX125 124cc MY13+	On-road standard	49	24
Kymco Agility 0cc MY06+	On-road scooter	17	24
Yamaha YZF-R15 149cc MY11_17	On-road sport	32	23
Hyosung GT650 647cc MY03_17	On-road sport	34	22
KTM 390 Duke 375cc MY13+	On-road touring	22	21
Yamaha YZF-R1 998cc MY98+	On-road sport	27	19
Honda CBR500R 471cc MY13+	On-road sport	32	19
Kawasaki Ninja 250R 249cc MY07_12	On-road sport	25	19
Kawasaki Ninja 650R 649cc MY06+	On-road sport	28	19
Honda CBR250R 249cc MY11_14	On-road sport	30	16
Hyosung GT250 249cc MY02_14	On-road sport	22	16
KTM RC390 373cc MY14+	On-road sport	25	16
Yamaha WR250 249cc MY90+	Off-road sport	19	15
Honda Benly 110 110cc MY14+	On-road scooter	9	15
Honda CBR300R 286cc MY13_18	On-road sport	13	15
Honda CT110 105cc MY80_16	On-road standard	45	15
Yamaha MT-07 689cc MY14+	On-road sport	21	15

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 2020/21 (Table 16).
- The majority (85%) of motorcycles stolen for short-term use in 2020/21 were registered (Table 17).

Table 16: Short-term motorcycle thefts by engine capacity, 2019/20 and 2020/21

Engine capacity	Number of thefts		% of thefts	
	2019/20	2020/21	2019/20	2020/21
50 cc or less	537	398	11.2%	11.0%
51 - 100 cc	25	29	0.5%	0.8%
101 - 150 cc	717	562	15.0%	15.5%
151 - 200 cc	99	100	2.1%	2.8%
201 - 250 cc	502	311	10.5%	8.6%
251 - 500 cc	708	558	14.8%	15.4%
501 - 750 cc	580	369	12.1%	10.2%
751 - 1000 cc	272	176	5.7%	4.8%
1001 cc or more	140	90	2.9%	2.5%
Electric	3	2	0.1%	0.1%
Unknown motorcycle	1,200	1,034	25.1%	28.5%

See notes 1 & 2 for further information.

Table 17: Short-term motorcycle thefts by registration status, 2019/20 and 2020/21

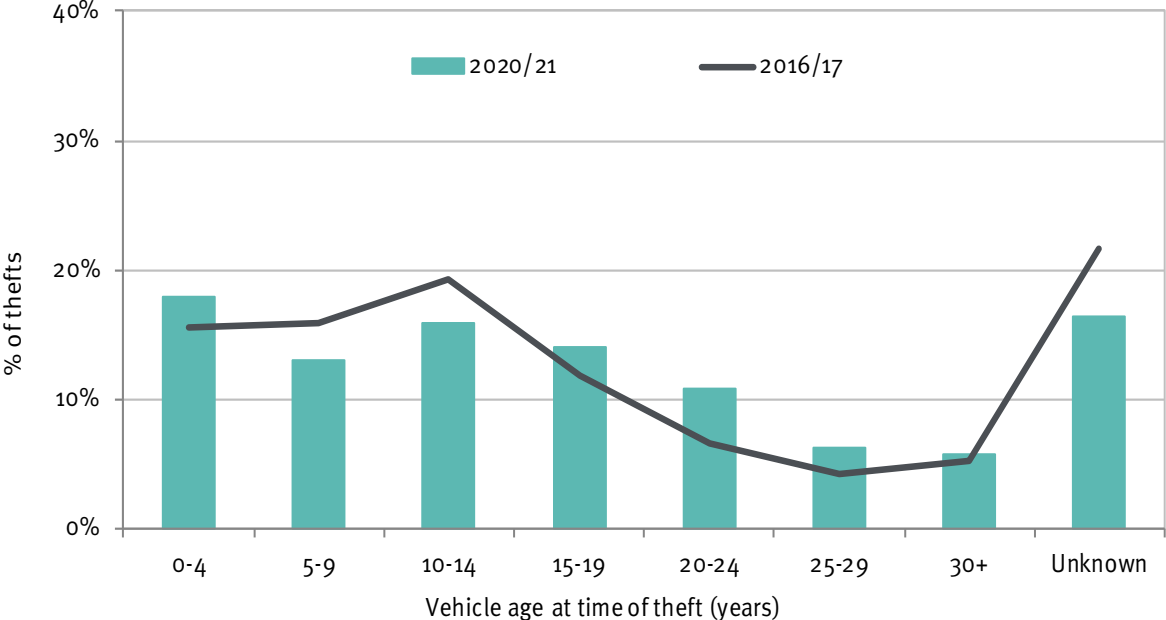
Registration Status	Number of thefts		% of thefts	
	2019/20	2020/21	2019/20	2020/21
Registered	4,204	3,078	87.9%	84.8%
Unregistered	579	551	12.1%	15.2%
Grand Total	4,783	3,629	100.0%	100.0%

See notes 1 & 2 for further information.

OTHER VEHICLES

- When compared to 2016/17, there has been a slight shift from other vehicle theft targets aged 5-14 years to 0-4 and 15-29 years. (Figure 8).
- Almost three in five (58%) of the short-term other vehicle thefts in 2020/21 were heavy trucks (Table 18).
- Tractors and excavators made up the greatest proportion of heavy plant and equipment thefts, with 18% and 15% respectively.

Figure 8: Short-term other vehicle thefts by age of vehicle, 2016/17 and 2020/21



See notes 1 & 2 for further information.

Table 18: Short-term other vehicle theft by segment, 2019/20 and 2020/21

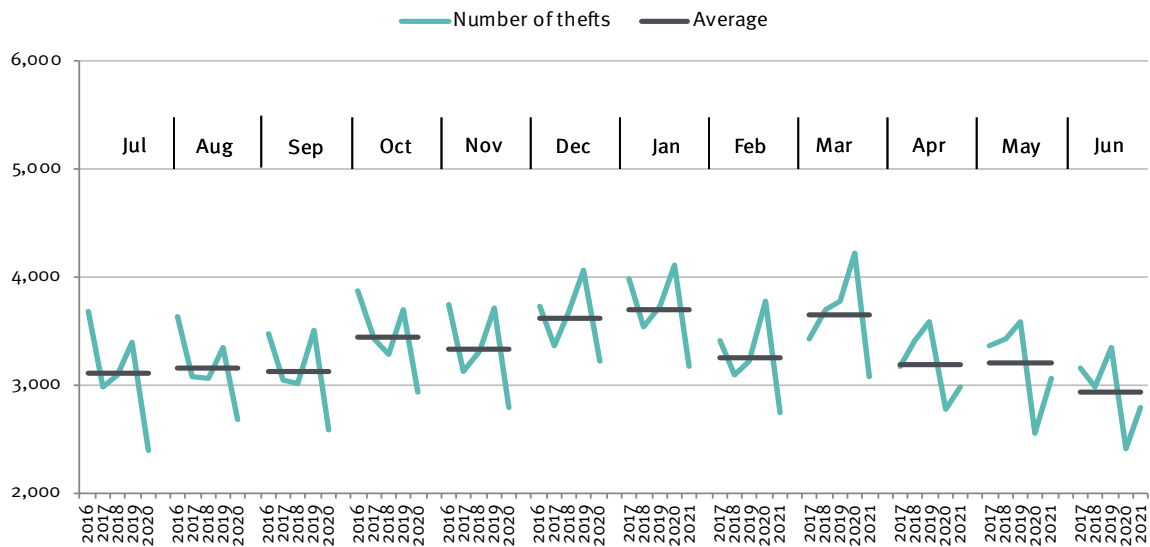
Engine capacity	Number of thefts		% of thefts	
	2019/20	2020/21	2019/20	2020/21
Heavy plant and equipment	235	179	19.1%	19.0%
- Tractor	33	33	14.0%	18.4%
- Excavator	27	26	11.5%	14.5%
- Skidsteer	24	12	10.2%	6.7%
- Forklift	23	12	9.8%	6.7%
- Loader	8	6	3.4%	3.4%
- Mower	8	5	3.4%	2.8%
- Roller	5	5	2.1%	2.8%
- Backhoe	5	3	2.1%	1.7%
- Crane	0	1	0.0%	0.6%
- Grader	2	1	0.9%	0.6%
- Bulldozer	6	1	2.6%	0.6%
- Sweeper	1		0.4%	0.0%
- Unknown	93	74	39.6%	41.3%
- Subtotal: Heavy plant and equipment	235	179	100.0%	100.0%
Heavy truck	763	548	62.1%	58.2%
Heavy unknown	6	2	0.5%	0.2%
Bus	102	109	8.3%	11.6%
Other - not elsewhere classified	49	31	4.0%	3.3%
Unknown body type	73	72	5.9%	7.7%

See notes 1 & 2 for further information.

WHEN WERE THEY STOLEN?

- On average, there were 2,872 short-term thefts per month across Australia in 2020/21. This included 2,492 PLC thefts, 302 motorcycles thefts and 78 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).
- The recent downward trend recorded since April 2020 appears to have ended in April 2021. Theft numbers have started to increase when compared to the same month in the previous year. (Figure 9).
- In 2020/21 the highest number of thefts were recorded in December (3,228 thefts) and the lowest was recorded in July (2,395).

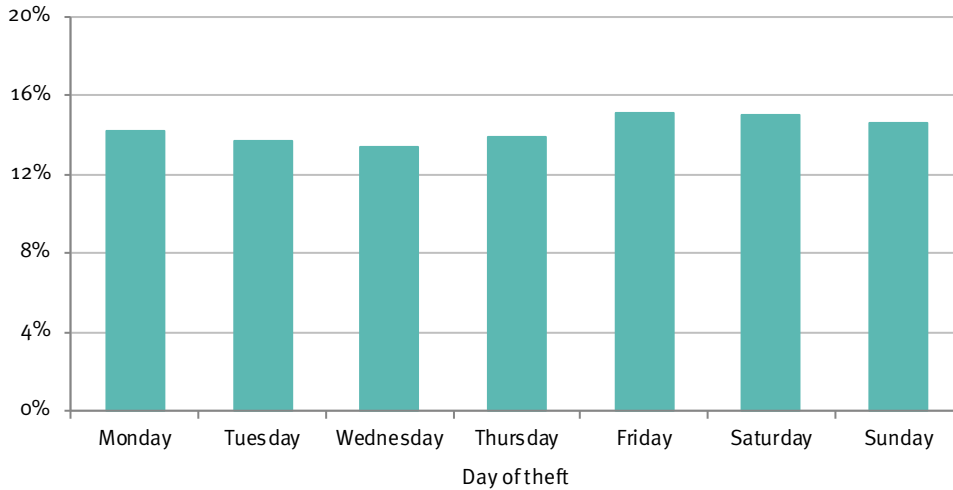
Figure 9: Number of short-term thefts by month stolen, 2016/17 to 2020/21



See note 1 for further information.

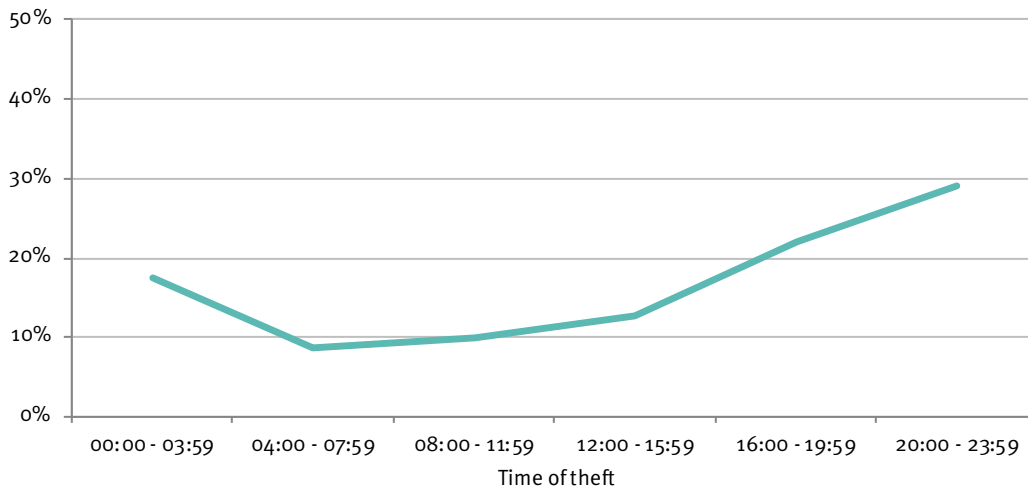
- Overall Fridays and Saturdays were the most popular days for short-term theft, each comprising 15% of thefts, respectively (Figure 10).
- Almost three in ten (29%) short-term thefts occurred between 8pm and midnight. A further 22% occurred between 4 pm and 7.59 pm (Figure 11).

Figure 10: Number of short-term thefts by day of week, 2020/21



See note 1 for further information.

Figure 11: Number of short-term thefts by time of day, 2020/21



See notes 1 & 11 for further information.

- One third (34%) of all recorded short-term PLC thefts in the past 12 months were recovered within 24 hours of the theft. After seven days this figure had increased to 72% and to 81% after 14 days. The length of time to recovery for other vehicles was slightly shorter than PLCs, with 38% recovered within 24 hours of theft and 75% recovered within seven days. Motorcycles took slightly longer to be recovered with 60% after seven days and 69% after 14 days (Table 19).

Table 19: Time to recovery of short-term thefts, 2020/21

Time interval between theft and recovery	Number of thefts	Cumulative % of recovered vehicles
Passenger and light commercials		
Less than 1 day	10,176	34.0%
1 day	4,127	47.8%
2 days	2,240	55.3%
3 days	1,557	60.5%
4 days	1,130	64.3%
5 days	933	67.4%
6 days	781	70.0%
7 days	626	72.1%
8 days	552	74.0%
9 days	491	75.6%
10 days	430	77.1%
11 days	370	78.3%
12 days	295	79.3%
13 days	294	80.3%
14 days	275	81.2%
15 to 30 days	2,285	88.8%
31 to 60 days	1,662	94.4%
61 to 90 days	625	96.5%
91 to 180 days	665	98.7%
181 to 365 days	265	99.6%
Unknown	124	100.0%
Motorcycles		
Less than 1 day	956	26.3%
1 day	412	37.7%
2 days	253	44.7%
3 days	153	48.9%
4 days	144	52.9%
5 days	102	55.7%
6 days	83	57.9%
7 days	61	59.6%
8 days	66	61.4%
9 days	55	63.0%
10 days	61	64.6%
11 days	40	65.7%
12 days	44	67.0%
13 days	39	68.0%
14 days	33	68.9%
15 to 30 days	370	79.1%
31 to 60 days	301	87.4%
61 to 90 days	162	91.9%
91 to 180 days	190	97.1%
181 to 365 days	82	99.4%
Unknown	22	100.0%

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Table 19: Time to recovery of short-term thefts, 2020/21 (cont.)

Time interval between theft and recovery	Number of thefts	Cumulative % of recovered vehicles
Other vehicles		
Less than 1 day	354	37.6%
1 day	128	51.2%
2 days	73	59.0%
3 days	53	64.6%
4 days	32	68.0%
5 days	23	70.5%
6 days	30	73.6%
7 days	12	74.9%
8 days	12	76.2%
9 days	12	77.5%
10 days	9	78.4%
11 days	7	79.2%
12 days	8	80.0%
13 days	9	81.0%
14 days	11	82.1%
15 to 30 days	71	89.7%
31 to 60 days	39	93.8%
61 to 90 days	21	96.1%
91 to 180 days	26	98.8%
181 to 365 days	7	99.6%
Unknown	4	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 (2,371 thefts) and the Gold Coast (1,599 thefts) (Table 20).

Table 20: Top 50 areas for short-term thefts ranked by number of thefts, 2019/20 and 2020/21

State / Territory	LGA name	Number of thefts		Theft rate per 1,000 population	
		2019/20	2020/21	2019/20	2020/21
QLD	Brisbane (City)	2,753	2,371	2.20	1.86
QLD	Gold Coast (City)	1,723	1,599	2.78	2.52
ACT	Greater ACT	944	943	2.21	2.19
QLD	Townsville (City)	770	815	3.95	4.14
QLD	Logan (City)	1,246	806	3.73	2.36
QLD	Moreton Bay (Regional Council)	898	622	1.91	1.30
QLD	Cairns (Regional Council)	623	600	3.73	3.56
VIC	Hume (City)	727	468	3.11	1.94
VIC	Casey (City)	571	450	1.61	1.23
QLD	Ipswich (City)	471	417	2.12	1.81
QLD	Toowoomba (Regional Council)	333	415	1.97	2.44
VIC	Melbourne (City)	532	398	2.97	2.17
VIC	Greater Dandenong (City)	496	391	2.95	2.32
VIC	Wyndham (City)	406	386	1.50	1.36
VIC	Brimbank (City)	492	372	2.35	1.79
NSW	Blacktown (City)	384	370	1.03	0.97
VIC	Moreland (City)	548	362	2.95	1.92
NSW	Newcastle (City)	409	359	2.47	2.15
VIC	Greater Geelong (City)	479	345	1.85	1.30
VIC	Darebin (City)	477	335	2.90	2.01
QLD	Mackay (Regional Council)	374	334	3.20	2.83
QLD	Sunshine Coast (Regional Council)	428	321	1.30	0.95
NSW	Canterbury-Bankstown (Area)	332	314	0.88	0.83
NSW	Central Coast (City)	405	314	1.18	0.91
WA	Stirling (City)	407	282	1.84	1.26
VIC	Port Phillip (City)	349	280	3.02	2.40
NSW	Lake Macquarie (City)	294	255	1.43	1.23
NSW	Liverpool (City)	267	253	1.17	1.09
NSW	Wollongong (City)	286	249	1.31	1.13
VIC	Yarra (City)	376	249	3.70	2.41
VIC	Whittlesea (City)	421	248	1.83	1.05
SA	Salisbury (City)	360	245	2.51	1.69
WA	Broome (Shire)	177	245	10.46	14.42
VIC	Monash (City)	376	243	1.85	1.19
VIC	Ballarat (City)	399	239	3.64	2.15
VIC	Maribyrnong (City)	281	238	3.01	2.51
QLD	Rockhampton (Regional Council)	242	229	2.97	2.79
NSW	Penrith (City)	267	226	1.25	1.04
SA	Playford (City)	306	224	3.23	2.32
VIC	Stonnington (City)	224	208	1.90	1.75
WA	Wanneroo (City)	250	207	1.20	0.97
SA	Port Adelaide Enfield (City)	260	203	2.03	1.57
TAS	Launceston (City)	258	201	3.79	2.92
VIC	Melton (City)	243	201	1.47	1.17
SA	Charles Sturt (City)	228	193	1.92	1.60
NT	Alice Springs (Town)	149	186	5.64	7.03
VIC	Moonee Valley (City)	260	182	2.00	1.38
NSW	Campbelltown (City)	190	182	1.11	1.05
NSW	Cumberland (Area)	201	178	0.83	0.73
VIC	Frankston (City)	263	178	1.84	1.24

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 (14.42 thefts per 1,000 population), the Shire of East Pilbara (12.27) and the Town of Port Headland (7.56) (Table 21).

Table 21: Top 50 areas for short-term thefts ranked by theft rate per 1,000 population, 2019/20 and 2020/21

State / Territory	LGA name	Number of thefts		Theft rate per 1,000 population	
		2019/20	2020/21	2019/20	2020/21
WA	Broome (Shire)	177	245	10.46	14.42
WA	East Pilbara (Shire)	115	134	10.52	12.27
WA	Port Hedland (Town)	84	117	5.54	7.56
NT	Alice Springs (Town)	149	186	5.64	7.03
QLD	Mareeba (Shire)	47	60	3.71	4.73
QLD	Mount Isa (City)	104	85	5.59	4.58
WA	Perth (City)	129	133	4.46	4.29
QLD	Townsville (City)	770	815	3.95	4.14
QLD	Goondiwindi (Regional Council)	12	44	1.11	4.07
WA	Kalgoorlie-Boulder (City)	85	116	2.88	3.99
NSW	Moree Plains (Area)	53	51	4.00	3.90
SA	Adelaide (City)	160	99	6.26	3.78
NSW	Kempsey (Area)	58	107	1.95	3.58
QLD	Cairns (Regional Council)	623	600	3.73	3.56
WA	Karratha (City)	51	81	2.24	3.50
WA	Belmont (City)	169	128	4.01	2.99
TAS	Launceston (City)	258	201	3.79	2.92
QLD	Burdekin (Shire)	34	48	2.00	2.83
QLD	Mackay (Regional Council)	374	334	3.20	2.83
QLD	Rockhampton (Regional Council)	242	229	2.97	2.79
NSW	Cowra (Area)	31	35	2.43	2.75
NT	Katherine (Town)	20	29	1.88	2.73
NSW	Richmond Valley (Area)	33	64	1.41	2.72
NSW	Tamworth Regional (Area)	89	165	1.42	2.64
WA	Fremantle (City)	123	81	3.95	2.57
QLD	Gold Coast (City)	1723	1599	2.78	2.52
VIC	Maribyrnong (City)	281	238	3.01	2.51
QLD	Toowoomba (Regional Council)	333	415	1.97	2.44
NSW	Cessnock (City)	123	149	2.05	2.43
VIC	Yarra (City)	376	249	3.70	2.41
VIC	Port Phillip (City)	349	280	3.02	2.40
NSW	Parkes (Area)	18	35	1.21	2.38
TAS	Brighton (Municipality)	36	43	2.04	2.37
QLD	Logan (City)	1246	806	3.73	2.36
WA	Victoria Park (Town)	92	88	2.49	2.33
SA	Playford (City)	306	224	3.23	2.32
WA	Bassendean (Town)	42	37	2.65	2.32
NSW	Albury (City)	203	128	3.74	2.32
VIC	Greater Dandenong (City)	496	391	2.95	2.32
NSW	Dubbo Regional (Area)	194	125	3.61	2.31
ACT	Greater ACT	944	943	2.21	2.19
VIC	Melbourne (City)	532	398	2.97	2.17
WA	Greater Geraldton (City)	58	83	1.51	2.17
VIC	Ballarat (City)	399	239	3.64	2.15
NSW	Newcastle (City)	409	359	2.47	2.15
NT	East Arnhem (Regional Council)	17	22	1.64	2.12
WA	Bunbury (City)	75	67	2.37	2.11
NT	Palmerston (City)	74	81	1.93	2.08
TAS	Glenorchy (City)	130	99	2.71	2.06
VIC	Darebin (City)	477	335	2.90	2.01

See notes 1, 3 & 13 for further information.

- The largest increase in short-term thefts was recorded in Toowoomba (Regional Council), Queensland (+82 thefts), and the greatest reduction was seen in the City of Logan, Queensland (-440 thefts) (Table 20).

Table 22: Top areas with the largest reduction and largest increase in short-term thefts, by jurisdiction, 2020/21

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)		
Kambah	-30	16	Belconnen Town Centre	22	48
Hume	-16	8	Braddon	12	31
Majura	-11	24	City	12	24
Phillip	-11	14			
NSW (LGA)			NSW (LGA)		
Fairfield (City)	-108	170	Tamworth Regional (Area)	76	165
Central Coast (City)	-91	314	Kempsey (Area)	49	107
Wagga Wagga (City)	-81	88	Richmond Valley (Area)	31	64
NT (LGA)			NT (LGA)		
Darwin (City)	-71	133	Alice Springs (Town)	37	186
Barkly (Regional Council)	-9	8	West Arnhem (Regional Council)	33	38
Litchfield (Municipality)	-4	24	Katherine (Town)	9	29
QLD (LGA)			QLD (LGA)		
Logan (City)	-440	806	Toowoomba (Regional Council)	82	415
Brisbane (City)	-382	2,371	Townsville (City)	45	815
Moreton Bay (Regional Council)	-276	622	Goondiwindi (Regional Council)	32	44
SA (LGA)			SA (LGA)		
Salisbury (City)	-115	245	Wattle Range (District Council)	7	12
Playford (City)	-82	224	Port Augusta (City)	7	11
Marion (City)	-63	71	Whyalla (City)	5	38
TAS (LGA)			TAS (LGA)		
Launceston (City)	-57	201	Dorset (Municipality)	12	14
Clarence (City)	-31	61	Brighton (Municipality)	7	43
Glenorchy (City)	-31	99	Latrobe (Municipality)	7	10
VIC (LGA)			VIC (LGA)		
Hume (City)	-259	468	Corangamite (Shire)	13	21
Moreland (City)	-186	362	Macedon Ranges (Shire)	7	35
Whittlesea (City)	-173	248	Golden Plains (Shire)	5	19
WA (LGA)			WA (LGA)		
Stirling (City)	-125	282	Broome (Shire)	68	245
Swan (City)	-124	170	Port Hedland (Town)	33	117
Cockburn (City)	-96	146	Kalgoorlie-Boulder (City)	31	116

See note 1 for further information.

- Three in every five (62%) short-term passenger and light commercial thefts in 2020/21 were recovered within the same LGA as the theft. A further 32% were recovered in a different LGA but within the same jurisdiction and 1% were recovered interstate. In 5% 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, 2020/21

Theft and recovery locations	Number of thefts	% of thefts
Passenger and light commercials		
Theft recovered with the same LGA as the theft	11,354	62.4%
Theft recovered in a different LGA in the same state	5,757	31.6%
Theft recovered interstate	206	1.1%
Unknown	887	4.9%
Total	18,204	100.0%
Motorcycles		
Theft recovered with the same LGA as the theft	1,362	69.0%
Theft recovered in a different LGA in the same state	524	26.6%
Theft recovered interstate	5	0.3%
Unknown	82	4.2%
Total	1,973	100.0%
Other vehicles		
Theft recovered with the same LGA as the theft	359	62.3%
Theft recovered in a different LGA in the same state	187	32.5%
Theft recovered interstate	4	0.7%
Unknown	26	4.5%
Total	576	100.0%

See notes 1, 2 & 14 for further information.

- Drilling down further, 26% of passenger and light commercial vehicles were recovered within the same suburb as the theft and another 32% were recovered outside of the theft suburb but within 10 kms of the theft location (Table 24).
- A greater proportion of motorcycles were recovered within the same suburb as the theft (46%) 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 18.3 kms away and 32.4 kms in non-metropolitan areas.

Table 24: Distance between short-term passenger and light commercial thefts and recoveries for selected jurisdictions, 2020/210

Distance between thefts and recovery	Number of thefts	% of thefts
Passenger and light commercials		
Same suburb	4,984	26.1%
> 0 to < 5 kms	3,337	17.5%
5 to < 10 kms	2,814	14.7%
10 to < 25 kms	3,526	18.5%
25 to < 50 kms	1,700	8.9%
50 to < 100 kms	1,025	5.4%
100 to < 250 kms	498	2.6%
250 kms+	374	2.0%
Unknown	830	4.3%
Grand Total	19,088	100.0%
Motorcycles		
Same suburb	925	45.7%
> 0 to < 5 kms	284	14.0%
5 to < 10 kms	232	11.5%
10 to < 25 kms	252	12.4%
25 to < 50 kms	165	8.1%
50 to < 100 kms	50	2.5%
100 to < 250 kms	25	1.2%
250 kms+	15	0.7%
Unknown	77	3.8%
Grand Total	2,025	100.0%
Other vehicles		
Same suburb	233	39.4%
> 0 to < 5 kms	65	11.0%
5 to < 10 kms	69	11.7%
10 to < 25 kms	108	18.3%
25 to < 50 kms	35	5.9%
50 to < 100 kms	23	3.9%
100 to < 250 kms	16	2.7%
250 kms+	11	1.9%
Unknown	31	5.2%
Grand Total	591	100.0%

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

- In 2020/21, more than half (58%) 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).

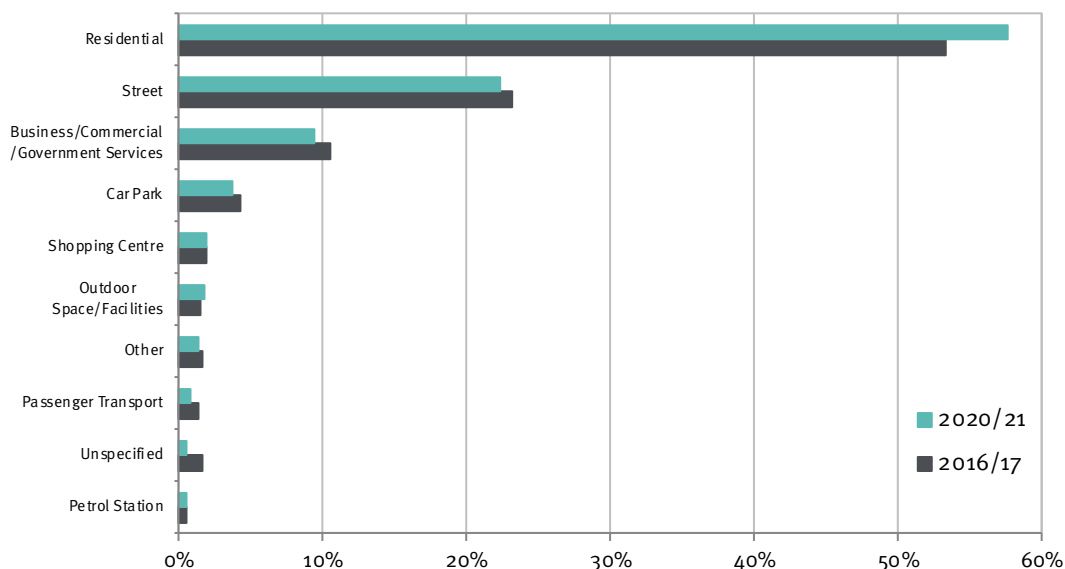
Table 25: Short-term thefts by type of location, 2020/21

Type of theft location	Number of thefts	% of thefts
Residential	17,876	57.6%
Street	6,927	22.3%
Business/Commercial/Government Services	2,905	9.4%
Car Park	1,153	3.7%
Shopping Centre	612	2.0%
Outdoor Space/Facilities	553	1.8%
Other	438	1.4%
Passenger Transport	245	0.8%
Unspecified	169	0.5%
Petrol Station	156	0.5%
Grand Total	31,034	100.0%

See notes 1 & 4 for further information.

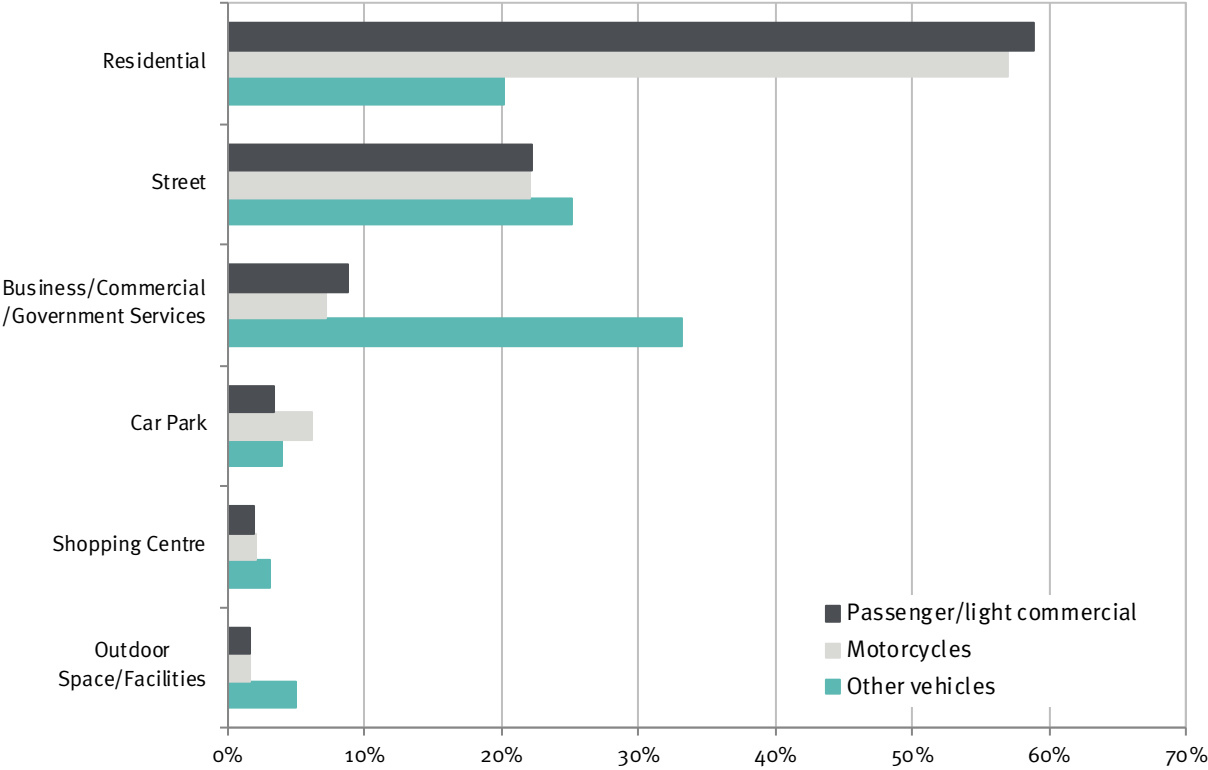
- Compared to the previous five years, the percentage of thefts from a residential location has increased from 53% to 58% (Figure 12).
- The 2020/21 period revealed that motorcycles were more likely to be stolen from a residential dwelling or residential shed/garage and less likely to be stolen from the street (57% compared to 22%) (Figure 13).
- The proportion of short-term thefts from metropolitan areas ranges from a high of almost 100% in the Australian Capital Territory and 86% in South Australia to a low of 40% in Northern Territory (Figure 14).

Figure 12: Short-term thefts by top location types, 2019/20 and 2020/21



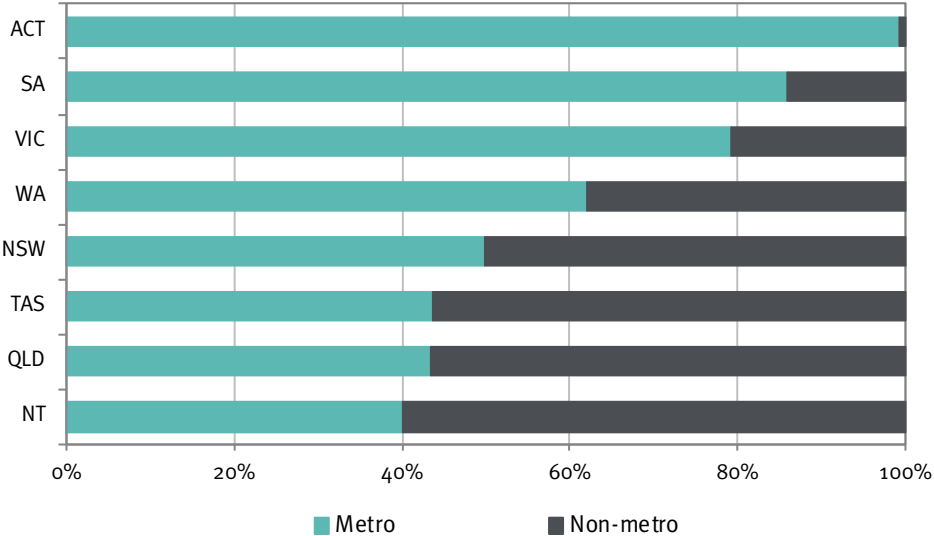
See notes 1 & 4 for further information.

Figure 13: Short-term thefts by top location types and vehicle types, 2020/21



See notes 1 & 4 for further information.

Figure 14: Proportion of short-term thefts by area type and jurisdiction, 2020/21



See note 1 for further information.

PROFIT-MOTIVATED VEHICLE THEFT

TRENDS

- There were 13,330 profit-motivated thefts recorded in 2020/21. After adjusting for late recoveries, the total (12,466 thefts) decreased by 15% from the 14,588 recorded in the previous financial year (Table 26).
- When compared to 2019/20, all jurisdictions had reductions except the Australian Capital Territory (+3 thefts).
- Of the remaining jurisdictions, large decreases occurred in Western Australia (-23%), Victoria (-20%), South Australia (-14%) and New South Wales (-11%).
- When analysed by body type profit-motivated theft of PLCs decreased 17%, motorcycles decreased 10% while other vehicles had a 9% decrease.
- The overall reduction in profit-motivated theft in Western Australia (441 thefts) was comprised of a 30% fall in PLC thefts, 15% in motorcycle thefts and 9% in other vehicle thefts.
- PLC vehicles accounted for 90% of Australia's registrations but only 62% of all profit-motivated thefts during the 2020/21 financial year. In contrast motorcycles accounted for 5% of registrations and 31% of Australia's profit-motivated thefts (Table 27).
- Victoria recorded the largest number of motorcycle thefts in the financial year (1,053 thefts) while Queensland had the largest decline in the number of profit-motivated motorcycle thefts (down 132 thefts).
- A 26% decrease in profit-motivated theft of other vehicles was recorded in Queensland (195 thefts) in 2020/21.
- Australia's yearly profit-motivated theft rate equates to 0.61 thefts per 1,000 registered vehicles or 0.49 thefts per 1,000 population in 2020/21. This is compared to 0.72 and 0.57 respectively in 2019/20 (Table 28).
- The estimated value of profit-motivated PLCs stolen in 2020/21 was \$93.8 million, down from \$101.5 million in 2019/20.

*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, 2019/20 and 2020/21*

Passenger/light commercials	ACT	NSW	NT	QLD	SA	TAS	VIC	WA	AUS
Thefts in 2020/21	146	2,280	47	1,819	578	142	2,541	731	8,284
Thefts in 2020/21 adjusted for late recoveries	116	1,990	43	1,719	527	135	2,479	698	7,707
Thefts in 2019/20	130	2,362	41	1,708	643	162	3,262	1,003	9,311
% change**	**	-15.7%	**	0.6%	-18.0%	**	-24.0%	-30.4%	-17.2%
2020/21 theft rate per 1,000 registrations	0.39	0.37	0.30	0.43	0.39	0.31	0.52	0.33	0.42
2020/21 theft rate per 1,000 population	0.27	0.24	0.17	0.33	0.30	0.25	0.37	0.26	0.30
Motorcycles	ACT	NSW	NT	QLD	SA	TAS	VIC	WA	AUS
Thefts in 2020/21	71	950	25	790	293	61	1,139	743	4,072
Thefts in 2020/21 adjusted for late recoveries	63	870	25	753	279	56	1,053	709	3,808
Thefts in 2019/20	48	898	30	885	303	69	1,160	838	4,231
% change**	**	-3.1%	**	-14.9%	-7.9%	**	-9.2%	-15.4%	-10.0%
2020/21 theft rate per 1,000 registrations	4.57	3.31	4.06	3.25	4.84	2.40	4.70	5.58	4.02
2020/21 theft rate per 1,000 population	0.15	0.11	0.10	0.14	0.16	0.10	0.16	0.27	0.15
Other vehicles	ACT	NSW	NT	QLD	SA	TAS	VIC	WA	AUS
Thefts in 2020/21	8	285	3	201	38	76	288	75	974
Thefts in 2020/21 adjusted for late recoveries	8	273	3	195	38	76	285	73	951
Thefts in 2019/20	6	271	7	264	38	44	336	80	1,046
% change**	**	0.7%	**	-26.1%	0.0%	**	-15.2%	-8.8%	-9.1%
2020/21 theft rate per 1,000 registrations	1.69	1.29	0.26	0.68	0.35	2.46	1.00	0.48	0.87
2020/21 theft rate per 1,000 population	0.02	0.03	0.01	0.04	0.02	0.14	0.04	0.03	0.04
All vehicles	ACT	NSW	NT	QLD	SA	TAS	VIC	WA	AUS
Thefts in 2020/21	225	3,515	75	2,810	909	279	3,968	1,549	13,330
Thefts in 2020/21 adjusted for late recoveries	187	3,133	71	2,667	844	267	3,817	1,480	12,466
Thefts in 2019/20	184	3,531	78	2,857	984	275	4,758	1,921	14,588
% change**	**	-11.3%	**	-6.7%	-14.2%	**	-19.8%	-23.0%	-14.5%
2020/21 theft rate per 1,000 registrations	0.59	0.54	0.44	0.59	0.55	0.54	0.72	0.62	0.61
2020/21 theft rate per 1,000 population	0.43	0.38	0.29	0.51	0.48	0.49	0.57	0.55	0.49

* The 2020/21 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, 2020/21*

	ACT	NSW	NT	QLD	SA	TAS	VIC	WA	AUS
Passenger/light commercials									
Number of thefts	116	1,990	43	1,719	527	135	2,479	698	7,707
% of all thefts	62.0%	63.5%	60.6%	64.5%	62.4%	50.6%	64.9%	47.2%	61.8%
Number registered	300,797	5,338,731	143,332	4,000,923	1,361,422	438,309	4,813,371	2,090,880	18,487,765
% of total registrations	94.2%	91.8%	89.0%	88.5%	89.2%	89.0%	90.4%	88.2%	90.1%
Motorcycle									
Number of thefts	63	870	25	753	279	56	1,053	709	3,808
% of all thefts	33.7%	27.8%	35.2%	28.2%	33.1%	21.0%	27.6%	47.9%	30.5%
Number registered	13,780	263,156	6,151	231,357	57,608	23,323	224,216	127,108	946,699
% of total registrations	4.3%	4.5%	3.8%	5.1%	3.8%	4.7%	4.2%	5.4%	4.6%
Other vehicles									
Number of thefts	8	273	3	195	38	76	285	73	951
% of all thefts	4.3%	8.7%	4.2%	7.3%	4.5%	28.5%	7.5%	4.9%	7.6%
Number registered	4,735	212,209	11,626	288,475	107,794	30,898	284,643	152,449	1,092,829
% of total registrations	1.5%	3.6%	7.2%	6.4%	7.1%	6.3%	5.3%	6.4%	5.3%
All vehicles									
Number of thefts	187	3,133	71	2,667	844	267	3,817	1,480	12,466
Number registered	319,312	5,814,096	161,109	4,520,755	1,526,824	492,530	5,322,230	2,370,437	20,527,293

* The 2020/21 rates used in this table have been adjusted for late recoveries

See notes 1, 2, & 5 for further information

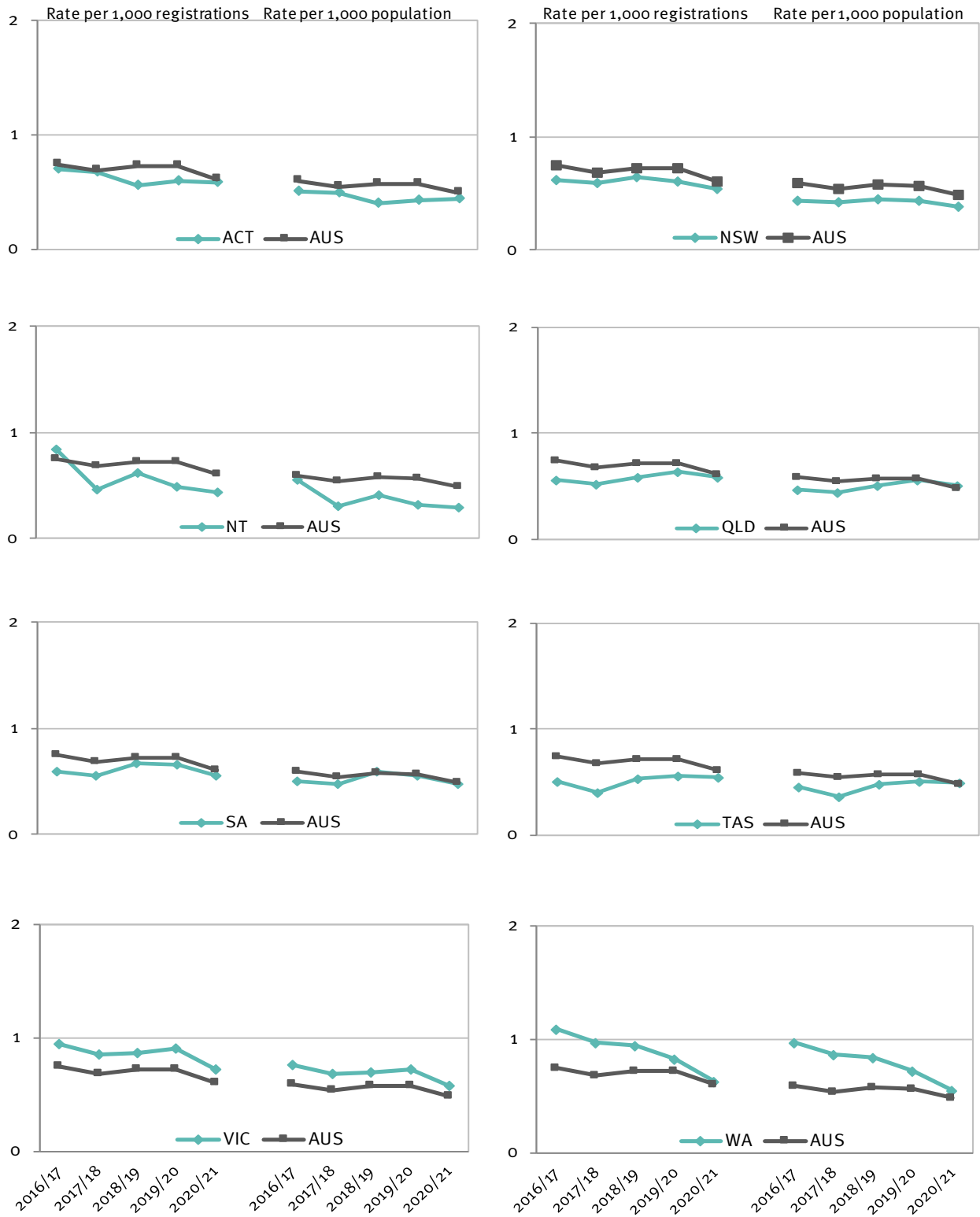
Table 28: Profit-motivated theft rate per 1,000 registrations and per 1,000 population by jurisdiction, 2016/17 to 2020/21*

Theft rate per 1,000 registrations	ACT	NSW	NT	QLD	SA	TAS	VIC	WA	AUS
2016/2017	0.70	0.62	0.84	0.56	0.60	0.51	0.94	1.10	0.75
2017/2018	0.68	0.59	0.47	0.52	0.55	0.40	0.85	0.98	0.68
2018/2019	0.55	0.64	0.63	0.58	0.67	0.54	0.87	0.95	0.72
2019/2020	0.59	0.61	0.49	0.64	0.65	0.57	0.90	0.83	0.72
2020/2021*	0.59	0.54	0.44	0.59	0.55	0.54	0.72	0.62	0.61
Theft rate per 1,000 population	ACT	NSW	NT	QLD	SA	TAS	VIC	WA	AUS
2016/2017	0.50	0.44	0.55	0.47	0.50	0.46	0.75	0.98	0.59
2017/2018	0.49	0.42	0.31	0.45	0.48	0.36	0.68	0.87	0.54
2018/2019	0.40	0.45	0.41	0.50	0.59	0.48	0.69	0.84	0.57
2019/2020	0.43	0.43	0.32	0.56	0.56	0.51	0.71	0.73	0.57
2020/2021*	0.43	0.38	0.29	0.51	0.48	0.49	0.57	0.55	0.49

* The 2020/21 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, 2016/17 to 2020/21*



* The 2020/21 rates used in these graphs have been adjusted for late recoveries

See notes 1 & 6 for further information

WHAT TYPES OF VEHICLES WERE STOLEN?

- Four in five (80%) of PLCs stolen for profit in 2020/21 were manufactured from the year 2000 onwards (Table 29).
- Overall, motorcycles stolen recorded a low mean age of 9.8 years in comparison to the mean age of 14.6 years for PLC vehicles and 13.8 years for other vehicles stolen during 2020/21.
- 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 34% of thefts.

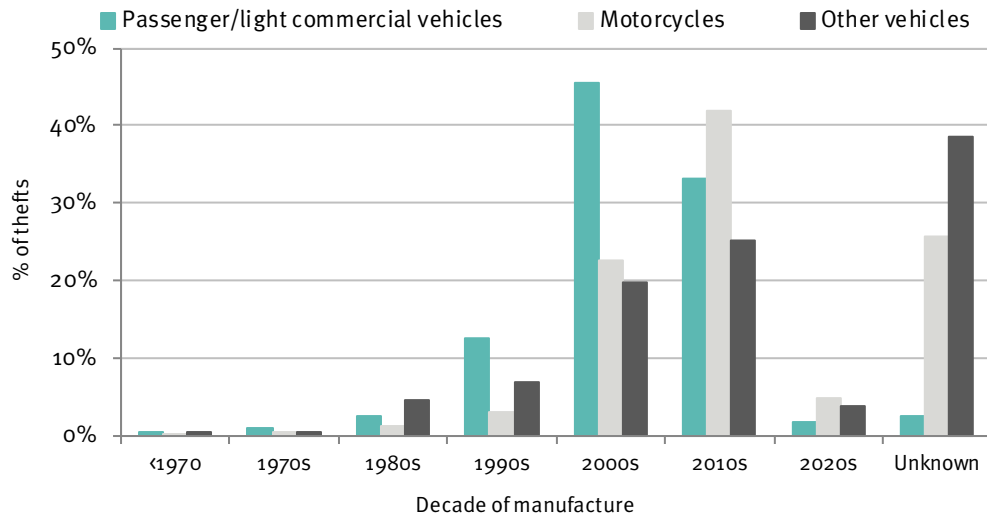
Table 29: Profit-motivated thefts by decade of manufacture, 2020/21

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	49	0.6%	0.6%	0.45
1970s	97	1.2%	0.7%	0.79
1980s	220	2.7%	0.9%	1.31
1990s	1,052	12.7%	5.8%	0.98
2000s	3,762	45.4%	32.0%	0.64
2010s	2,745	33.1%	56.0%	0.27
2020s	154	1.9%	3.9%	0.21
Unknown	205	2.5%	0.1%	10.89
Total	8,284	100.0%	100.0%	0.45
Motorcycles				
<1970	6	0.1%	0.9%	0.68
1970s	19	0.5%	1.5%	1.36
1980s	53	1.3%	2.5%	2.20
1990s	131	3.2%	7.1%	1.94
2000s	917	22.5%	31.0%	3.12
2010s	1,706	41.9%	52.4%	3.44
2020s	197	4.8%	3.8%	5.51
Unknown	1,043	25.6%	0.7%	148.11
Total	4,072	100.0%	100.0%	4.30
Other vehicles				
<1970	4	0.4%	1.5%	0.24
1970s	5	0.5%	3.1%	0.15
1980s	44	4.5%	7.6%	0.53
1990s	68	7.0%	12.7%	0.49
2000s	193	19.8%	30.0%	0.59
2010s	246	25.3%	41.2%	0.55
2020s	38	3.9%	3.0%	1.16
Unknown	376	38.6%	0.9%	40.39
Total	974	100.0%	100.0%	0.89

See notes 1, 2 & 3 for further information

- Motorcycle theft targets were predominately younger than PLC theft targets (47% versus 35% manufactured from 2010 onwards, respectively) (Figure 16).

Figure 16: Profit-motivated thefts by vehicle type and decade of manufacture, 2020/21

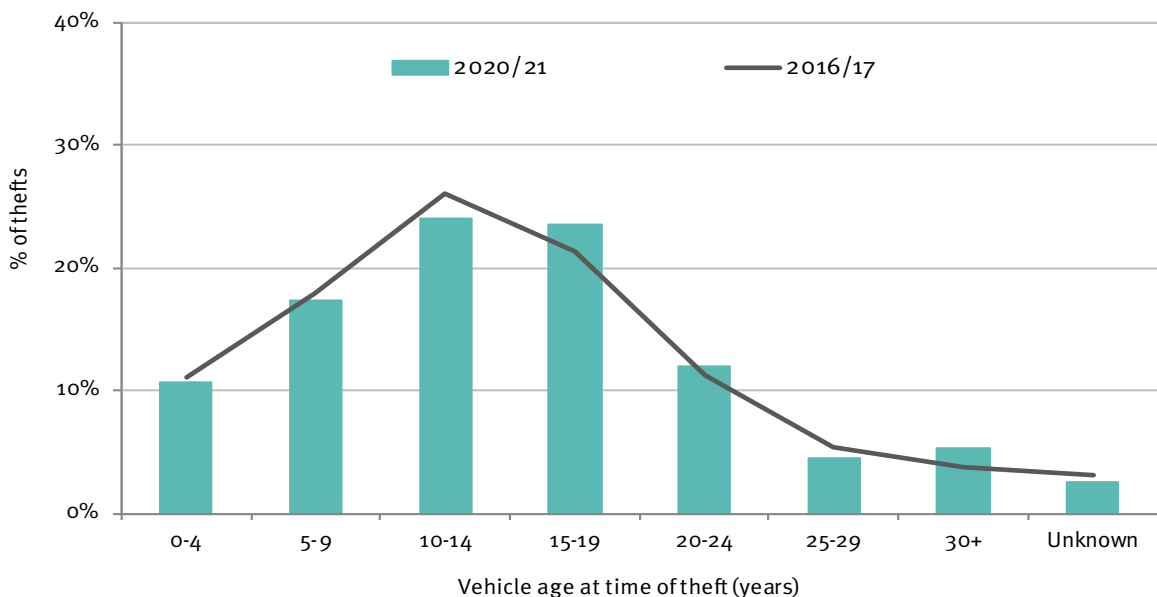


See notes 1 & 2 for further information

PASSENGER AND LIGHT COMMERCIAL VEHICLES

- Compared to five years ago, there has been a slight increase in PLCs stolen for profit aged 15-24 years, and a reduction in those aged 0-14 years (Figure 17).

Figure 17: Profit-motivated passenger and light commercial thefts by age of vehicle, 2016/17 and 2020/21



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 sixth (17%) of profit-motivated PLC thefts in 2020/21 (Table 30).
- Tasmania continues to have the highest percentage of vehicles in the registered fleet that do not have an immobiliser (15%), followed by South Australia (10%). 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, 2020/21

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	118	80.8%	285,995	95.1%	0.41
Non-Australian Standard	3	2.1%	1,465	0.5%	2.05
No Immobiliser	25	17.1%	13,337	4.4%	1.87
NSW					
Australian Standard	1,873	82.1%	5,005,276	93.8%	0.37
Non-Australian Standard	32	1.4%	30,436	0.6%	1.05
No Immobiliser	375	16.4%	303,019	5.7%	1.24
NT					
Australian Standard	33	70.2%	130,007	90.7%	0.25
Non-Australian Standard	1	2.1%	605	0.4%	1.65
No Immobiliser	13	27.7%	12,720	8.9%	1.02
QLD					
Australian Standard	1,492	82.0%	3,613,928	90.3%	0.41
Non-Australian Standard	28	1.5%	25,212	0.6%	1.11
No Immobiliser	299	16.4%	361,783	9.0%	0.83
SA					
Australian Standard	441	76.3%	1,214,744	89.2%	0.36
Non-Australian Standard	19	3.3%	14,907	1.1%	1.27
No Immobiliser	118	20.4%	131,771	9.7%	0.90
TAS					
Australian Standard	74	52.1%	367,838	83.9%	0.20
Non-Australian Standard	4	2.8%	4,860	1.1%	0.82
No Immobiliser	64	45.1%	65,611	15.0%	0.98
VIC					
Australian Standard	2,067	81.3%	4,487,900	93.2%	0.46
Non-Australian Standard	34	1.3%	42,911	0.9%	0.79
No Immobiliser	440	17.3%	282,560	5.9%	1.56
WA					
Australian Standard	631	86.3%	1,996,675	95.5%	0.32
Non-Australian Standard	13	1.8%	14,906	0.7%	0.87
No Immobiliser	87	11.9%	79,299	3.8%	1.10
Australia					
Australian Standard	6,729	81.2%	17,102,363	92.5%	0.39
Non-Australian Standard	134	1.6%	135,302	0.7%	0.99
No Immobiliser	1,421	17.2%	1,250,100	6.8%	1.14

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

- The top profit-motivated theft target for the 2020/21 financial year was the Holden Commodore VE MY06_13 with 230 thefts. The Toyota Hilux MY05_11 was in second place with 175 thefts followed by the Nissan Patrol GU MY05_11 with 113 thefts (Table 31).
- With an estimated value of \$7,868 the combined total value of Holden Commodore VE MY06_13 thefts in 2020/21 was approximately \$1.8 million.
- The top ten profit-motivated PLC theft targets in 2020/21 accounted for 14% of PLC thefts and were collectively valued at almost \$10.1 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, 2020/21

Ranking		Make Model Series Year Range	Number of thefts		Sum of Glass's Guide value estimate	
2019/20	2020/21		2019/20	2020/21	2019/20	2020/21
1	1	Holden Commodore VE MY06_13	260	230	\$2,205,579	\$1,809,656
2	2	Toyota Hilux MY05_11	214	175	\$2,078,175	\$1,507,755
5	3	Nissan Patrol GU MY97+	112	113	\$1,356,566	\$1,372,287
3	4	Toyota Hilux MY12_15	144	109	\$3,031,505	\$2,165,957
4	5	Nissan Navara D40 MY05_15	133	103	\$1,579,661	\$1,107,742
10	6	Holden Commodore VZ MY04_06	90	94	\$455,061	\$450,095
6	7	Holden Commodore VY MY02_04	108	93	\$470,236	\$384,672
7	8	Toyota Hilux MY98_04	105	91	\$436,660	\$373,187
13	9	Holden Captiva CG MY06_19	74	78	\$706,088	\$598,649
7	9	Ford Falcon BA MY02_05	105	78	\$473,230	\$342,853
11	10	Holden Commodore VT MY97_00	81	74	\$290,242	\$250,630
16	10	Ford Ranger PX MY11+	67	74	\$1,980,765	\$2,195,243
24	11	Toyota Hilux MY15+	47	72	\$1,568,543	\$2,319,878
8	12	Toyota Landcruiser 80 Series MY90_98	104	71	\$753,568	\$512,869
9	13	Holden Commodore VX MY00_02	92	70	\$349,029	\$263,941
14	14	Ford Falcon FG MY08_14	70	68	\$630,003	\$545,105
24	15	Toyota Landcruiser Ute 70 SERIES MY07+	47	63	\$1,646,768	\$2,148,704
19	16	Toyota Hiace MY05_19	54	57	\$1,074,689	\$1,037,926
16	17	Toyota Landcruiser 100 Series MY98_07	67	55	\$830,258	\$627,268
18	18	Ford Falcon BF MY05_08	60	54	\$340,676	\$283,084
25	19	Toyota Hilux MY89_97	44	53	\$132,738	\$160,857
9	19	Nissan Patrol Ute GU MY97+	92	53	\$1,032,023	\$696,944
27	19	Mazda 3 BK MY04_09	40	53	\$125,890	\$150,935
25	19	Ford Falcon AU MY98_02	44	53	\$229,841	\$276,629
21	20	Volkswagen Golf 1K MY04_13	52	52	\$455,095	\$361,241
17	21	Nissan Patrol GQ MY88_97	61	51	\$327,709	\$276,523
26	22	Holden Cruze JH MY11_16	43	50	\$373,717	\$378,730
20	23	Mitsubishi Triton MN MY09_15	53	49	\$752,085	\$735,579
15	23	Holden Commodore Ute VE MY07_13	68	49	\$733,739	\$439,148
30	24	Hyundai Getz TB MY02_11	36	45	\$97,866	\$107,175
22	24	Ford Territory SY MY05_11	51	45	\$261,243	\$192,428
14	24	Holden Astra TS MY99_05	70	45	\$169,129	\$105,558
20	25	Nissan Navara D22 MY01_15	53	44	\$378,486	\$322,986
15	26	Toyota Hiace MY90_04	68	42	\$326,028	\$196,513
23	26	Holden Commodore VF MY13_17	50	42	\$1,274,957	\$1,039,897
23	26	Holden Rodeo RA MY03_08	50	42	\$258,383	\$196,903
39	27	Toyota Yaris MY05_11	25	41	\$84,924	\$131,790
27	28	Toyota Landcruiser Prado 120 Series MY03_09	40	37	\$723,143	\$577,738
24	28	Toyota Corolla ZZE122R MY01_07	47	37	\$122,642	\$94,946

See notes 1, 2 & 10 for further information

- More than two fifths (44%) of profit-motivated PLCs stolen were valued under \$5,000. However PLCs valued between \$10,000 and \$19,999 accounted for the largest proportion of the total value of vehicles stolen (21%) (Table 32).
- Large passenger vehicles comprised 8% of registrations and 17% of all profit-motivated PLC thefts in 2020/21. Both large passenger vehicle registrations and profit-motivated theft numbers have reduced when compared to five years ago, accounting for 11% and 22%, respectively (Figure 18).
- Compared to 2016/17, the proportion of SUVs stolen for profit has increased (from 17% to 21%) while the proportion of large passenger vehicles has decreased (22% 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, 2020/21

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	3,648	44.0%	\$10,298,968	11.0%
\$5,000 to < \$10,000	1,965	23.7%	\$13,702,865	14.6%
\$10,000 to < \$20,000	1,269	15.3%	\$18,273,241	19.5%
\$20,000 to < \$30,000	697	8.4%	\$16,837,823	17.9%
\$30,000 to < \$50,000	508	6.1%	\$18,615,958	19.8%
\$50,000+	197	2.4%	\$16,079,015	17.1%
Grand total	8,284	100.0%	\$93,807,870	100.0%

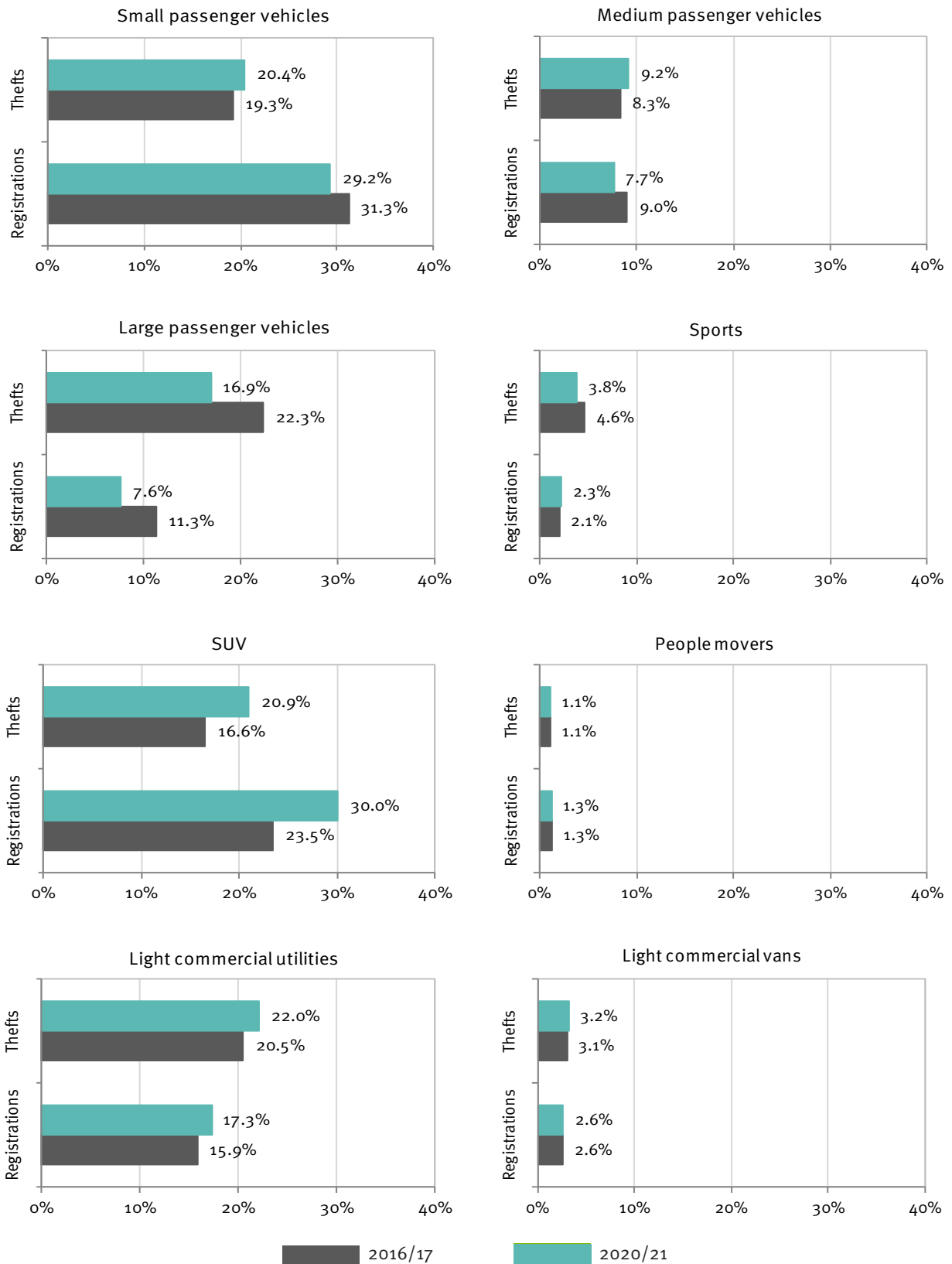
See notes 1, 2 & 10 for further information.

Table 33: Number and rate of profit-motivated thefts of passenger/light commercial vehicles by segment, 2019/20 and 2020/21

Vehicle segment	Number of thefts		% of thefts		Theft rate per 1,000 registrations	
	2019/20	2020/21	2019/20	2020/21	2019/20	2020/21
Small passenger	1,900	1,687	20.4%	20.4%	0.35	0.31
Medium passenger	735	762	7.9%	9.2%	0.50	0.53
Large passenger	1,579	1,401	17.0%	16.9%	1.04	1.00
Sports	383	315	4.1%	3.8%	0.94	0.75
SUV	1,940	1,733	20.8%	20.9%	0.37	0.31
People mover	92	91	1.0%	1.1%	0.38	0.38
Light commercial utility	2,135	1,823	22.9%	22.0%	0.69	0.57
Light commercial van	336	263	3.6%	3.2%	0.71	0.54
Motor home	10	17	0.1%	0.2%	0.37	0.61
Unknown passenger	201	192	2.2%	2.3%	0.55	0.56

See notes 1, 2 & 3 for further information.

Figure 18: Profit-motivated thefts of passenger/light commercial vehicles and registrations by vehicle segment, 2016/17 and 2020/21



See notes 1 & 3 for further information.

- In the small passenger category, the Mazda3 BK MY04-09 was rated the top profit-motivated theft target in 2020/21 with 53 thefts, just one theft ahead of the Volkswagen Golf 1K MY04-13. (Table 34).
- In the light commercial utility category, the Toyota Hilux MY05-11 was the top theft target, with 175 thefts - a decrease of 39 thefts when compared to 2019/20.
- In the large passenger vehicle category, thefts of the Holden Commodore VE MY06-13 (the top profit-motivated theft target) decreased by 30 to 230 from the previous financial year.

Table 34: Top passenger/light commercial vehicle targets for profit-motivated thefts, 2019/20 and 2020/21

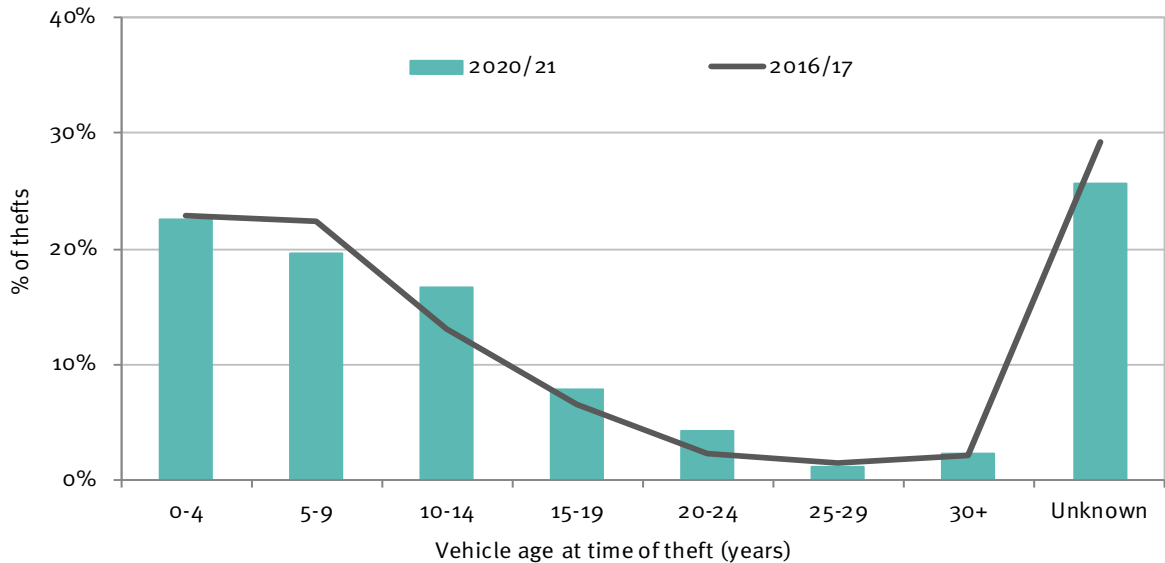
Segment / Make Model Series	Number of thefts	
	2019/20	2020/21
Small passenger		
Mazda 3 BK MY04_09	40	53
Volkswagen Golf 1K MY04_13	52	52
Holden Cruze JH MY11_16	43	50
Medium passenger		
Toyota Camry ACV36R MY02_06	33	35
Toyota Camry ACV40R MY06_12	28	34
Mazda 6 GG MY02_08	27	32
Large passenger		
Holden Commodore VE MY06_13	260	230
Holden Commodore VZ MY04_06	90	94
Holden Commodore VY MY02_04	108	93
Sports		
HSV GTS VE MY06_12	19	13
Subaru Impreza WRX MY08_14	8	11
Nissan 200SX S15 MY00_03	10	10
HSV Clubsport VY MY02_04	9	10
SUV		
Nissan Patrol GU MY97+	112	113
Holden Captiva CG MY06_19	74	78
Toyota Landcruiser 80 Series MY90_98	104	71
People mover		
Hyundai iMax TQ MY07+	7	10
Toyota Estima MY00_06	3	7
Kia Carnival YP MY15_20	3	7
Light commercial utility		
Toyota Hilux MY05_11	214	175
Toyota Hilux MY12_15	144	109
Nissan Navara D40 MY05_15	133	103
Light commercial van		
Toyota Hiace MY05_19	54	57
Toyota Hiace MY90_04	68	41
Mitsubishi Express SJ MY94_14	18	19

See notes 1 & 2 for further information

MOTORCYCLES

- The proportion of motorcycles stolen for profit aged 0-9 years decreased in 2020/21 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, 2016/17 and 2020/21



See notes 1 & 2 for further information.

Table 35: Profit-motivated motorcycle thefts by market segment, 2019/20 and 2020/21

Vehicle segment	Number of thefts		% of thefts	
	2019/2020	2020/21	2019/20	2020/21
On-road	1,536	1,608	36.3%	39.5%
- Standard	181	173	4%	4%
- Sports	418	466	10%	11%
- Touring	47	49	1.1%	1.2%
- Cruiser	127	114	3.0%	2.8%
- Scooter	645	684	15.2%	16.8%
- Electric	1	0	0.0%	0.0%
- Unknown	117	122	2.8%	3.0%
Off-road	1,246	1,193	29.4%	29.3%
- ATV	237	203	5.6%	5.0%
- Dirt	124	140	2.9%	3.4%
- Sport	518	465	12.2%	11.4%
- Mini	111	94	2.6%	2.3%
- Electric	0		0.0%	0.0%
- Unknown	256	291	6.1%	7.1%
Unknown motorcycle	1449	1271	34.2%	31.2%
Total motorcycles	5,477	5,265	100.0%	100.0%

See notes 1 & 2 for further information.

- The top ten motorcycle theft targets (for profit) have remained relatively consistent over the past two years, with the top three makes stolen remaining unchanged since 2018/19. (Table 36).
- The top four makes (Honda, Yamaha, Suzuki and KTM) comprised three in five (61%) of all profit-motivated motorcycle thefts in 2020/21 where the manufacturer was recorded.

Table 36: Top motorcycle profit-motivated theft targets by make, 2019/20 and 2020/21

Ranking		Make	Number of thefts		% of thefts	
2019/20	2020/21		2019/20	2020/21	2019/20	2020/21
1	1	Honda	908	802	23.2%	21.1%
2	2	Yamaha	835	762	21.3%	20.0%
3	3	Suzuki	387	381	9.9%	10.0%
5	4	KTM	317	368	8.1%	9.7%
4	5	Kawasaki	383	325	9.8%	8.5%
6	6	SYM	123	134	3.1%	3.5%
7	7	Husqvarna	100	116	2.6%	3.1%
6	8	Harley Davidson	123	102	3.1%	2.7%
8	9	Kymco	80	94	2.0%	2.5%
9	10	Piaggio	73	69	1.9%	1.8%
10	11	Triumph	49	56	1.3%	1.5%
11	11	Ducati	42	56	1.1%	1.5%
14	12	Longjia	34	55	0.9%	1.4%
17	13	BMW	30	37	0.8%	1.0%
12	13	Hyosung	37	37	0.9%	1.0%
16	14	Aprilia	32	35	0.8%	0.9%
15	15	Vespa	33	34	0.8%	0.9%
13	16	Polaris	35	29	0.9%	0.8%
18	17	CFMoto	25	21	0.6%	0.6%
21	17	TGB	15	21	0.4%	0.6%
21	18	Vmoto	15	20	0.4%	0.5%
19	19	Bolwell	20	15	0.5%	0.4%
27	19	Husaberg	6	15	0.2%	0.4%
23	19	Adly	12	15	0.3%	0.4%
20	20	Atomik	19	13	0.5%	0.3%
22	21	Can-Am	14	10	0.4%	0.3%
30	22	Royal Enfield	3	9	0.1%	0.2%
27	23	Thumpstar	6	8	0.2%	0.2%
31	23	John Deere	2	8	0.1%	0.2%
26	24	Znen	8	7	0.2%	0.2%
25	24	Daelim	9	7	0.2%	0.2%
29	25	MV Agusta	4	6	0.1%	0.2%
28	25	Benelli	5	6	0.1%	0.2%
27	25	Sachs	6	6	0.2%	0.2%
29	25	Sherco	4	6	0.1%	0.2%
28	25	Peugeot	5	6	0.1%	0.2%
32	26	Qingqi	1	5	0.0%	0.1%
31	26	Torino	2	5	0.1%	0.1%

See notes 1 & 2 for further information.

Table 37: Top motorcycle profit-motivated theft targets by make and model, 2019/20 and 2020/21

Motorcycle Make and Model	Segment	Number of short-term thefts	
		2019/20	2020/21
Suzuki DR-Z400 398cc MY00+	Off-road dirt	48	66
Yamaha WR450 449cc MY03+	Off-road sport	59	56
Honda Dio NSC110 110cc MY11+	On-road scooter	23	39
Yamaha YZF-R3 321cc MY15+	On-road sport	17	37
Honda CT110 105cc MY80_16	On-road standard	32	24
Yamaha WR250 249cc MY90+	Off-road sport	25	23
Honda CB125E 124cc MY12+	On-road standard	24	22
Honda Grom MSX125 124cc MY13+	On-road standard	24	22
Suzuki Address 110 113cc MY15+	On-road scooter	10	21
Kymco Agility 0cc MY06+	On-road scooter	12	20
Honda CRF450R 449cc MY01+	Off-road sport	23	19
Yamaha YZ 0cc MY77+	Off-road sport	28	18
Piaggio Zip 50 50cc MY03_19	On-road scooter	15	18
Honda CBR1000RR 999cc MY04+	On-road sport	13	16
Suzuki GSX-R1000 999cc MY01+	On-road sport	8	16
Honda CRF250R 249cc MY04+	Off-road sport	15	16
KTM 450EXC 447cc MY02_17	Off-road sport	9	16
Yamaha YZF-R1 998cc MY98+	On-road sport	20	15
Yamaha YZF-R6 599cc MY98+	On-road sport	13	15
Yamaha MT-07 689cc MY14+	On-road sport	11	15
Honda CBR500R 471cc MY13+	On-road sport	19	13
Kawasaki Ninja 250R 249cc MY07_12	On-road sport	15	13
KTM RC390 373cc MY14+	On-road sport	3	13
Hyosung GT650 647cc MY03_17	On-road sport	14	13
Kawasaki Ninja 300 296cc MY12_18	On-road sport	18	13
Yamaha YZ250 249cc MY78+	Off-road sport	23	12
KTM 250EXC 249cc MY98+	Off-road sport	8	12
Honda CBR250R 249cc MY11_14	On-road sport	10	12

See notes 1 & 2 for further information.

Table 38: Profit-motivated motorcycle thefts by engine capacity, 2019/20 and 2020/21

Engine capacity	Number of thefts		% of thefts	
	2019/20	2020/21	2019/2020	2020/21
50 cc or less	255	250	6.0%	6.1%
51 - 100 cc	58	41	1.4%	1.0%
101 - 150 cc	417	435	9.9%	10.7%
151 - 200 cc	59	75	1.4%	1.8%
201 - 250 cc	363	310	8.6%	7.6%
251 - 500 cc	585	601	13.8%	14.8%
501 - 750 cc	300	294	7.1%	7.2%
751 - 1000 cc	143	166	3.4%	4.1%
1001 cc or more	141	129	3.3%	3.2%
Electric	2	1	0.0%	0.0%
Unknown motorcycle	1,908	1,770	45.1%	43.5%

See notes 1 & 2 for further information.

Table 39: Profit-motivated motorcycle thefts by registration status, 2019/20 and 2020/21

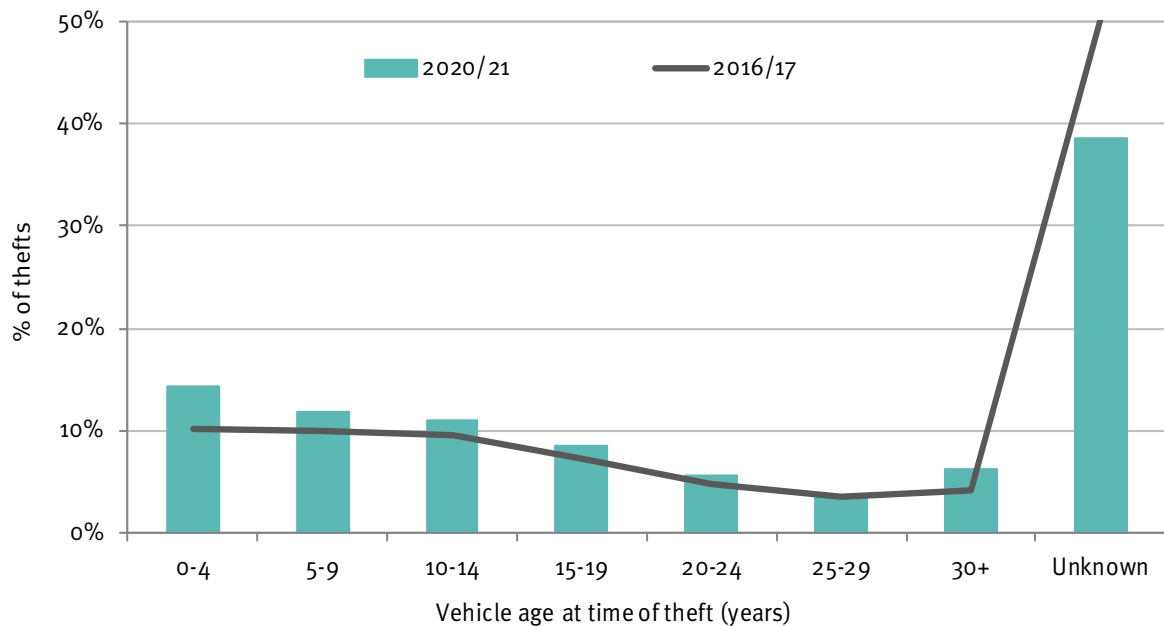
Registration Status	Number of thefts		% of thefts	
	2019/20	2020/21	2019/20	2020/21
Registered	2,538	2,568	60.0%	63.1%
Unregistered	1,693	1,504	40.0%	36.9%
Grand Total	4,231	4,072	100.0%	100.0%

See notes 1 & 2 for further information.

OTHER VEHICLES

- Compared to 2016/17, there was a small increase in other vehicle thefts across most age groups but this appears to be the result of a reduction in the number of thefts where the age of the vehicle was unknown. (Figure 20).
- Two fifths (43%) of profit-motivated other vehicle thefts were heavy plant and equipment. Tractors comprised 13% of this figure and Excavators a further 11% (Table 40).

Figure 20: Profit-motivated other vehicle thefts by age of vehicle, 2016/17 and 2020/21



See notes 1 & 2 for further information.

Table 40: Profit-motivated other vehicle theft by segment, 2019/20 and 2020/21

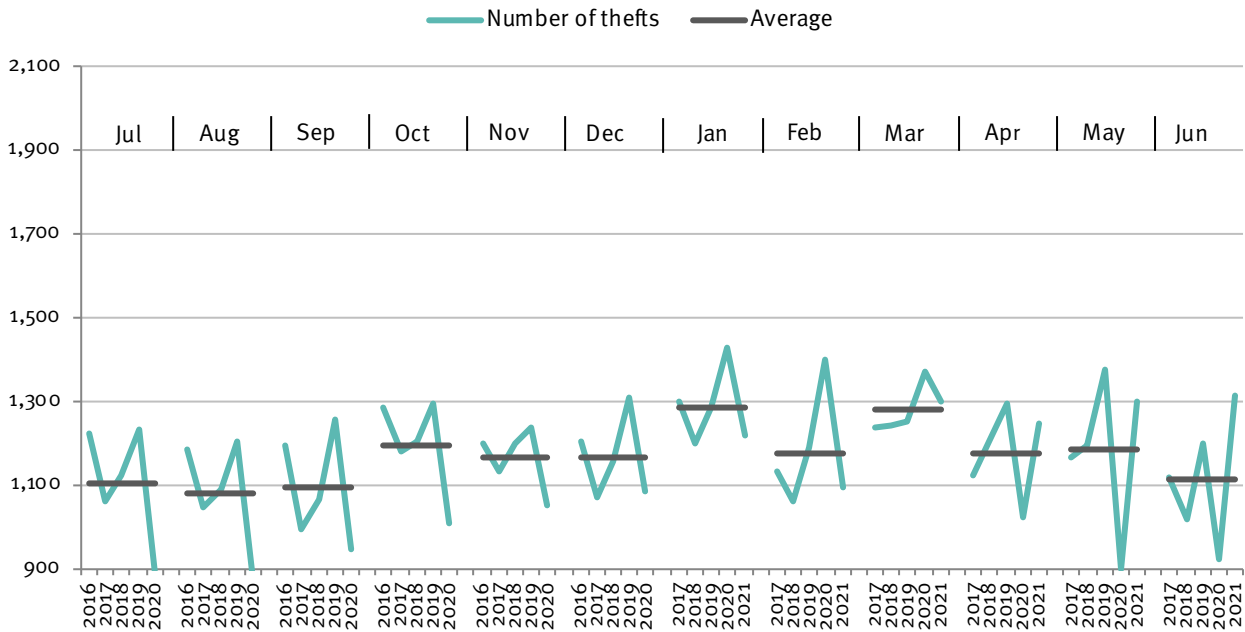
Engine capacity	Number of thefts		% of thefts	
	2019/20	2020/21	2019/20	2020/21
Heavy Plant and equipment	414	421	39.6%	43.2%
- Tractor	56	55	13.5%	13.1%
- Excavator	47	48	11.4%	11.4%
- Skidsteer	37	34	8.9%	8.1%
- Forklift	20	27	4.8%	6.4%
- Mower	17	21	4.1%	5.0%
- Loader	10	10	2.4%	2.4%
- Backhoe	4	5	1.0%	1.2%
- Roller	6	3	1.4%	0.7%
- Bulldozer	1	1	0.2%	0.2%
- Grader	4	1	1.0%	0.2%
- Crane	1	1	0.2%	0.2%
- Other	1		0.2%	0.0%
- Unknown	210	215	50.7%	51.1%
- Subtotal: Heavy plant and equipment	414	421	100.0%	100.0%
Heavy truck	347	301	33%	31%
Heavy unknown	10	11	1%	1%
Bus	24	22	2%	2%
Other - not elsewhere classified	64	28	6%	3%
Unknown body type	187	191	18%	20%

See notes 1 & 2 for further information.

WHEN WERE THEY STOLEN?

- On average, there were 1,111 profit-motivated thefts reported per month in 2020/21.
- Over the past five financial years, there were higher average theft numbers for January to May, while August recorded the lowest average number of thefts (1,080 thefts) (Figure 21).
- After a period of increasing numbers, there was a downward trend in profit-motivated vehicle thefts between April 2020 and March 2021, possibly as a result of COVID travel and social restrictions. The last three months however, have brought about another upswing.

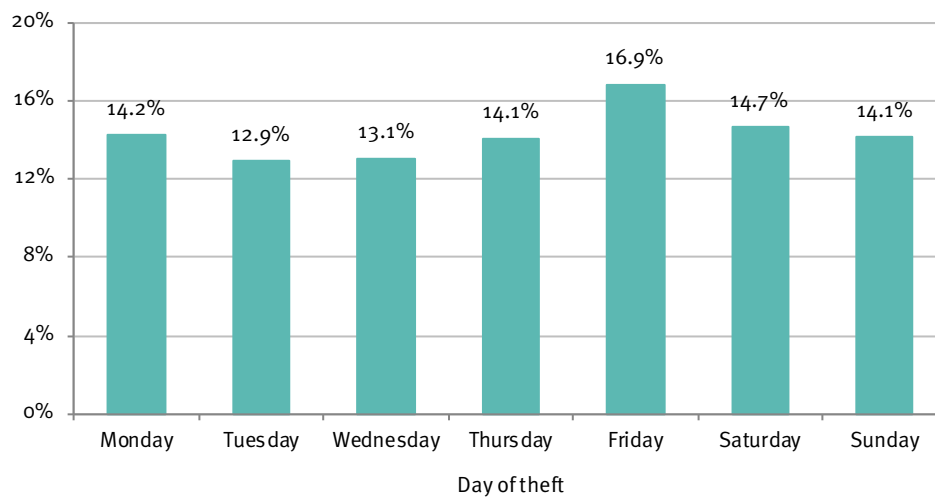
Figure 21: Number of profit-motivated thefts by month stolen, 2016/17 to 2020/21



See note 1 for further information

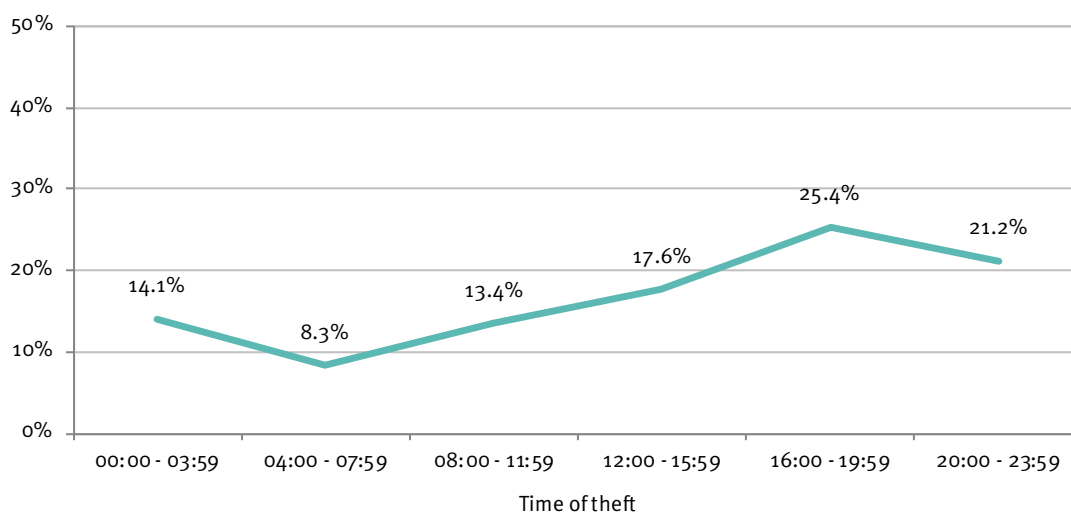
- Overall, Fridays and Saturdays were the most popular days for profit-motivated thefts (comprising 17% and 15% of thefts, respectively) (Figure 22).
- The largest proportion (25%) of profit-motivated thefts during the 2020/21 financial year occurred between 4.00 pm and 7.59 pm (Figure 23).
- The lowest 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, 2020/21



See note 1 for further information

Figure 23: Number of profit-motivated thefts by time of day, 2020/21



See notes 1 & 11 for further information

WHERE WERE THEY STOLEN?

- The top local area for profit-motivated thefts in the 2020/21 financial year was the City of Brisbane (648 thefts) which recorded an increase (+34 thefts) from 2019/20. This was followed by the City of Gold Coast (515 thefts) and the City of Logan, Queensland (388 thefts) (Table 37).
- When presented as a rate per 1,000 population, the City of Cessnock in New South Wales recorded the highest rate (2.25) followed by the Shire of Serpentine-Jarrahdale in Western Australia (1.65) and the City of Adelaide in South Australia (1.57). (Table 42).
- The largest reductions in profit-motivated thefts in 2020/21 occurred in the City of Logan (down 76 thefts to 312) and the City of Greater Geelong (down 60 thefts to 136) (Table 43).
- The largest increases in profit-motivated thefts were recorded in the City of Penrith (NSW) (up 50 thefts to 169) and City of Sydney (up 41 thefts to 95).

Table 41: Top 50 Areas for profit-motivated thefts ranked by number of thefts, 2019/20 and 2020/2021

State / Territory	LGA name	Number of thefts		Theft rate per 1,000 population	
		2019/20	2020/21	2019/20	2020/21
QLD	Brisbane (City)	614	648	0.49	0.51
QLD	Gold Coast (City)	515	504	0.83	0.79
QLD	Logan (City)	388	312	1.16	0.91
VIC	Hume (City)	302	257	1.29	1.07
NSW	Canterbury-Bankstown (Area)	285	250	0.75	0.66
QLD	Moreton Bay (Regional Council)	254	231	0.54	0.48
ACT	Greater ACT	182	224	0.43	0.52
VIC	Casey (City)	224	203	0.63	0.56
NSW	Blacktown (City)	194	202	0.52	0.53
VIC	Brimbank (City)	193	192	0.92	0.92
VIC	Melbourne (City)	191	191	1.07	1.04
QLD	Ipswich (City)	159	175	0.72	0.76
NSW	Penrith (City)	119	169	0.56	0.78
VIC	Wyndham (City)	199	164	0.74	0.58
NSW	Liverpool (City)	158	159	0.69	0.69
NSW	Central Coast (City)	152	139	0.44	0.40
VIC	Greater Dandenong (City)	154	139	0.92	0.83
NSW	Lake Macquarie (City)	129	138	0.63	0.66
NSW	Cessnock (City)	133	138	2.22	2.25
VIC	Greater Geelong (City)	196	136	0.76	0.51
NSW	Cumberland (Area)	171	133	0.71	0.55
SA	Playford (City)	149	133	1.57	1.38
SA	Salisbury (City)	143	132	1.00	0.91
VIC	Moreland (City)	176	131	0.95	0.69
VIC	Port Phillip (City)	128	128	1.11	1.10
VIC	Maribyrnong (City)	91	124	0.97	1.31
NSW	Newcastle (City)	122	117	0.74	0.70
WA	Swan (City)	145	114	0.98	0.75
VIC	Melton (City)	120	108	0.73	0.63
NSW	Parramatta (City)	146	107	0.57	0.41
VIC	Monash (City)	105	106	0.52	0.52
NSW	Campbelltown (City)	92	103	0.54	0.59
QLD	Sunshine Coast (Regional Council)	96	103	0.29	0.31
VIC	Darebin (City)	150	102	0.91	0.61
VIC	Whittlesea (City)	159	101	0.69	0.43
NSW	Fairfield (City)	119	99	0.56	0.47
NSW	Sydney (City)	54	95	0.22	0.38
SA	Port Adelaide Enfield (City)	103	95	0.81	0.73
WA	Rockingham (City)	138	92	1.01	0.66
VIC	Greater Bendigo (City)	119	92	1.01	0.77
QLD	Townsville (City)	87	92	0.45	0.47
NSW	Wollongong (City)	98	91	0.45	0.41
WA	Wanneroo (City)	144	91	0.69	0.43
VIC	Cardinia (Shire)	78	90	0.70	0.77
WA	Cockburn (City)	121	88	1.06	0.75
VIC	Yarra (City)	98	87	0.97	0.84
VIC	Frankston (City)	119	81	0.83	0.57
VIC	Ballarat (City)	126	78	1.15	0.70
WA	Stirling (City)	133	77	0.60	0.34
WA	Mandurah (City)	63	75	0.73	0.85

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, 2019/20 and 2020/21

State / Territory	LGA name	Number of thefts		Theft rate per 1,000 population*	
		2019/20	2020/21	2019/20	2020/21
NSW	Cessnock (City)	133	138	2.22	2.25
WA	Serpentine-Jarrahdale (Shire)	39	56	1.20	1.65
SA	Adelaide (City)	45	41	1.76	1.57
WA	Murray (Shire)	31	27	1.73	1.48
WA	Fremantle (City)	49	45	1.58	1.43
WA	Perth (City)	42	44	1.45	1.42
SA	Playford (City)	149	133	1.57	1.38
WA	East Pilbara (Shire)	14	15	1.28	1.37
VIC	Maribyrnong (City)	91	124	0.97	1.31
NSW	Kempsey (Area)	20	37	0.67	1.24
WA	Kwinana (City)	55	53	1.22	1.13
VIC	Mitchell (Shire)	57	53	1.24	1.11
QLD	Goondiwindi (Regional Council)	4	12	0.37	1.11
VIC	Port Phillip (City)	128	128	1.11	1.10
QLD	Mareeba (Shire)	13	14	1.03	1.10
VIC	Hume (City)	302	257	1.29	1.07
WA	Broome (Shire)	9	18	0.53	1.06
NSW	Muswellbrook (Area)	13	17	0.79	1.04
VIC	Melbourne (City)	191	191	1.07	1.04
TAS	Launceston (City)	73	70	1.07	1.02
TAS	Brighton (Municipality)	12	18	0.68	0.99
NT	Litchfield (Municipality)	20	25	0.78	0.98
WA	Belmont (City)	79	41	1.88	0.96
VIC	Hepburn (Shire)	3	15	0.19	0.93
WA	Kalgoorlie-Boulder (City)	29	27	0.98	0.93
VIC	Greater Shepparton (City)	59	62	0.89	0.92
VIC	Brimbank (City)	193	192	0.92	0.92
VIC	Moorabool (Shire)	33	33	0.94	0.92
SA	Salisbury (City)	143	132	1.00	0.91
QLD	Logan (City)	388	312	1.16	0.91
VIC	Murrindindi (Shire)	15	13	1.03	0.89
VIC	Northern Grampians (Shire)	8	10	0.70	0.88
QLD	Somerset (Regional Council)	23	23	0.88	0.88
WA	Mandurah (City)	63	75	0.73	0.85
VIC	Yarra (City)	98	87	0.97	0.84
VIC	Latrobe (City)	106	63	1.40	0.83
VIC	Greater Dandenong (City)	154	139	0.92	0.83
VIC	Strathbogie (Shire)	14	9	1.30	0.82
VIC	Campaspe (Shire)	39	31	1.04	0.82
VIC	Mildura (Rural City)	57	45	1.02	0.80
QLD	Gold Coast (City)	515	504	0.83	0.79
TAS	Glenorchy (City)	26	38	0.54	0.79
NSW	Penrith (City)	119	169	0.56	0.78
WA	Port Hedland (Town)	23	12	1.52	0.78
VIC	Cardinia (Shire)	78	90	0.70	0.77
SA	Gawler (Town)	16	19	0.66	0.77
VIC	Greater Bendigo (City)	119	92	1.01	0.77
QLD	Ipswich (City)	159	175	0.72	0.76
WA	Greater Geraldton (City)	32	29	0.84	0.76
WA	Swan (City)	145	114	0.98	0.75
WA	Bassendean (Town)	10	12	0.63	0.75

* 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, 2020/21

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
NSW (LGA)			NSW (LGA)		
Parramatta (City)	-39	107	Penrith (City)	50	169
Cumberland (Area)	-38	133	Sydney (City)	41	95
Canterbury-Bankstown (Area)	-35	250	Northern Beaches (Area)	36	70
NT (LGA)			NT (LGA)		
Darwin (City)	-11	18	Alice Springs (Town)	5	16
Palmerston (City)	-3	5	Litchfield (Municipality)	5	25
Barkly (Regional Council)	-1	1	Katherine (Town)	3	6
QLD (LGA)			QLD (LGA)		
Logan (City)	-76	312	Brisbane (City)	34	648
Moreton Bay (Regional Council)	-23	231	Ipswich (City)	16	175
Western Downs (Regional Council)	-13	23	MacKay (Regional Council)	11	69
SA (LGA)			SA (LGA)		
Onkaparinga (City)	-19	63	Barossa (District Council)	6	9
Playford (City)	-16	133	Burnside (City)	4	12
Salisbury (City)	-11	132	Mid Murray (District Council)	4	6
Norwood Payneham St Peters (City)	-9	13	Whyalla (City)	4	14
TAS (LGA)			TAS (LGA)		
Clarence (City)	-14	26	Glenorchy (City)	12	38
Burnie (City)	-4	4	Circular Head (Municipality)	7	7
Waratah-Wynyard (Municipality)	-4	2	Southern Midlands (Municipality)	7	10
VIC (LGA)			VIC (LGA)		
Greater Geelong (City)	-60	136	Maribyrnong (City)	33	124
Whittlesea (City)	-58	101	Cardinia (Shire)	12	90
Ballarat (City)	-48	78	Hepburn (Shire)	12	15
WA (LGA)			WA (LGA)		
Stirling (City)	-56	77	Serpentine-Jarrahdale (Shire)	17	56
Wanneroo (City)	-53	91	Mandurah (City)	12	75
Rockingham (City)	-46	92	Broome (Shire)	9	18
Armadale (City)	-45	60	South Perth (City)	9	20

See note 1 for further information

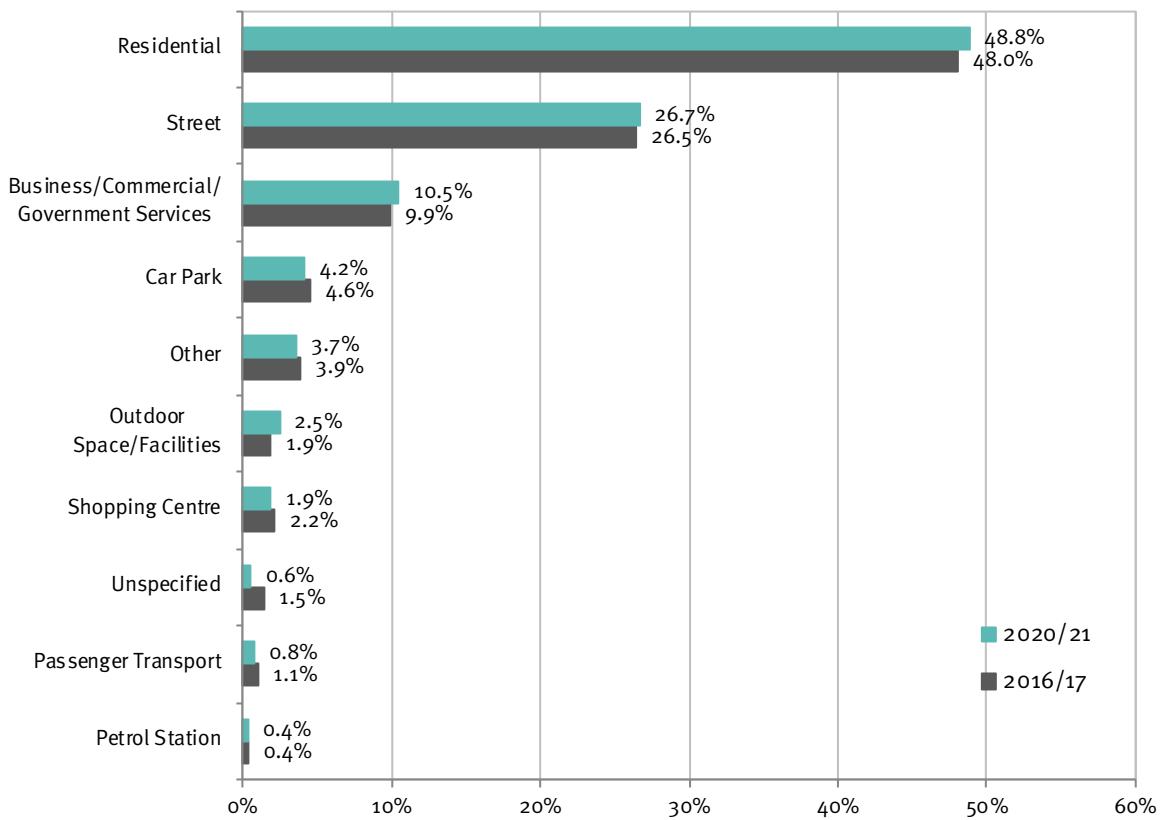
- During the 2020/21 financial year, almost half of all profit-motivated thefts occurred from residential locations (dwellings or shed/garage) (49%), followed by the street (27%). These proportions are very similar to those observed in 2016/17. (Table 44 and Figure 24).

Table 44: Profit-motivated thefts by type of location, 2020/21

Type of theft location	Number of thefts	% of thefts
Residential	5,917	48.8%
Street	3,238	26.7%
Business/Commercial/Government Services	1,275	10.5%
Car Park	509	4.2%
Other	446	3.7%
Outdoor Space/Facilities	305	2.5%
Shopping Centre	228	1.9%
Passenger Transport	92	0.8%
Unspecified	67	0.6%
Petrol Station	44	0.4%
Grand Total	12,121	100.0%

See notes 1 & 4 for further information

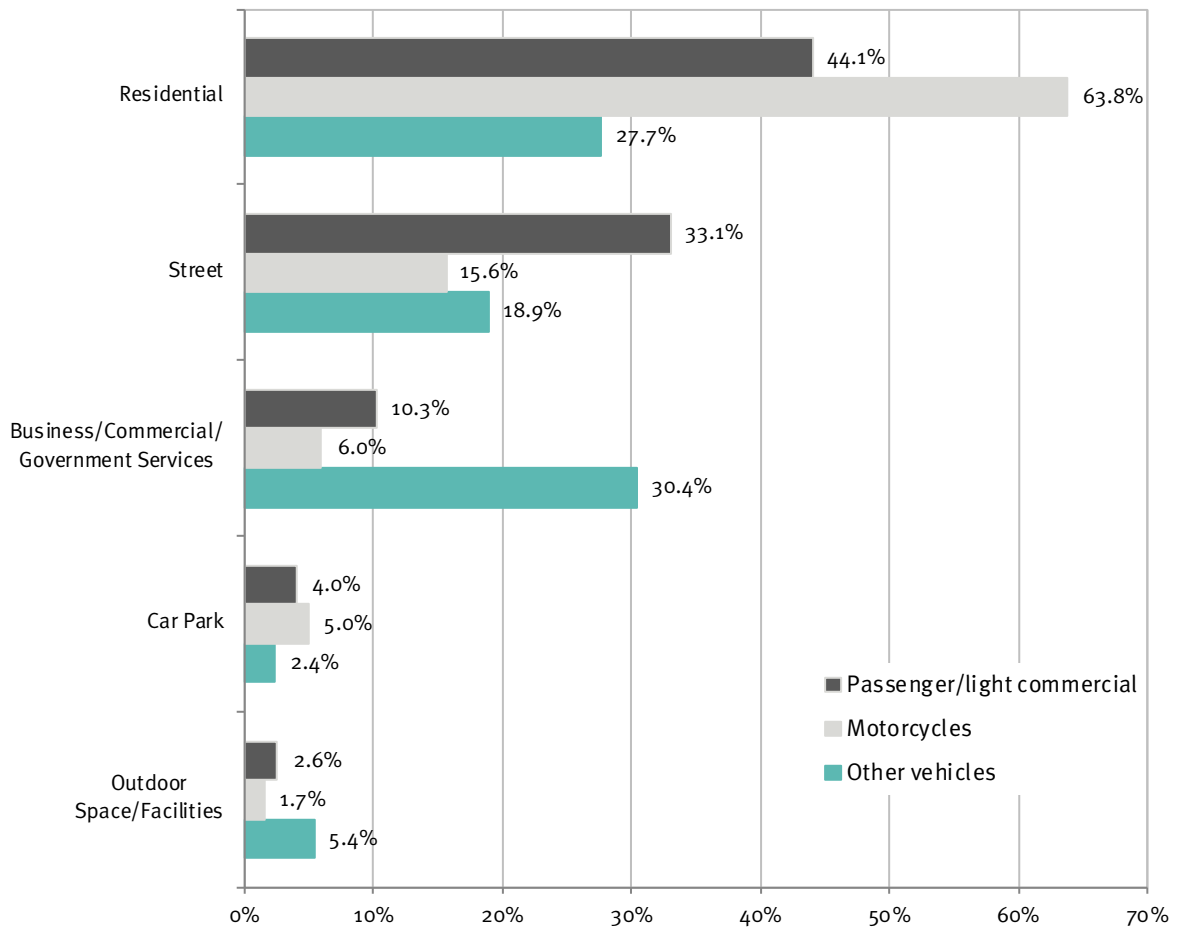
Figure 24: Profit-motivated thefts by top location types, 2016/17 and 2020/21



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 44% for PLCs. Conversely, very few motorcycles were taken from the street (16%) despite accounting for 33% of profit-motivated PLC thefts. While PLCs and motorcycles had a small proportion (10% or less) of thefts from a business, commercial or government service, three in ten (30%) of other vehicles were taken from these locations (Figure 25).

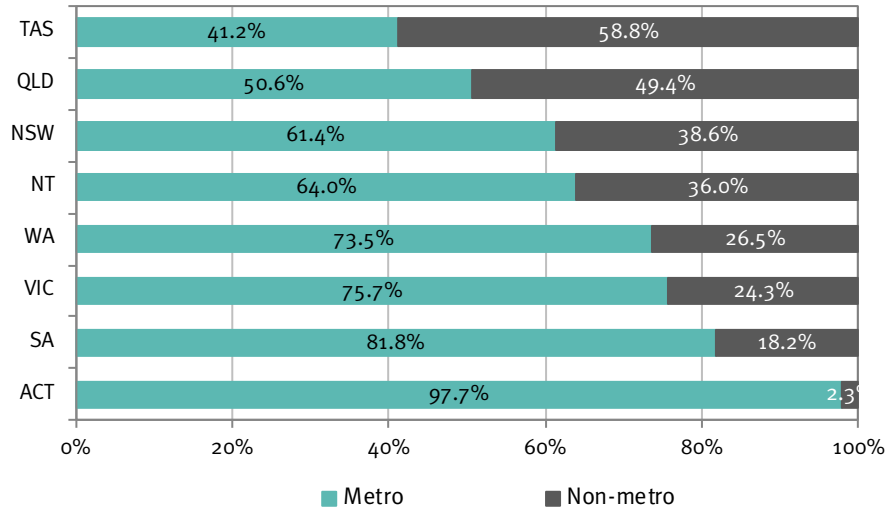
Figure 25: Profit-motivated thefts by top location types and vehicle type, 2020/21



See note 4 for further information

- In Tasmania, approximately two fifths (41%) of all profit-motivated thefts occurred in metropolitan areas. For all other jurisdictions at least 50% or more of profit-motivated thefts occurred in metropolitan locations (Figure 26).

Figure 26: Proportion of profit-motivated thefts by area type and jurisdiction, 2020/21



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 2021 for all jurisdictions except TAS which was at 30 June 2021. 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, WA and TAS.
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 2020/21, a number of profit-motivated thefts from 2019/20 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 Markit.
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 2020. Source: ABS "Regional Population, 2019-20".
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

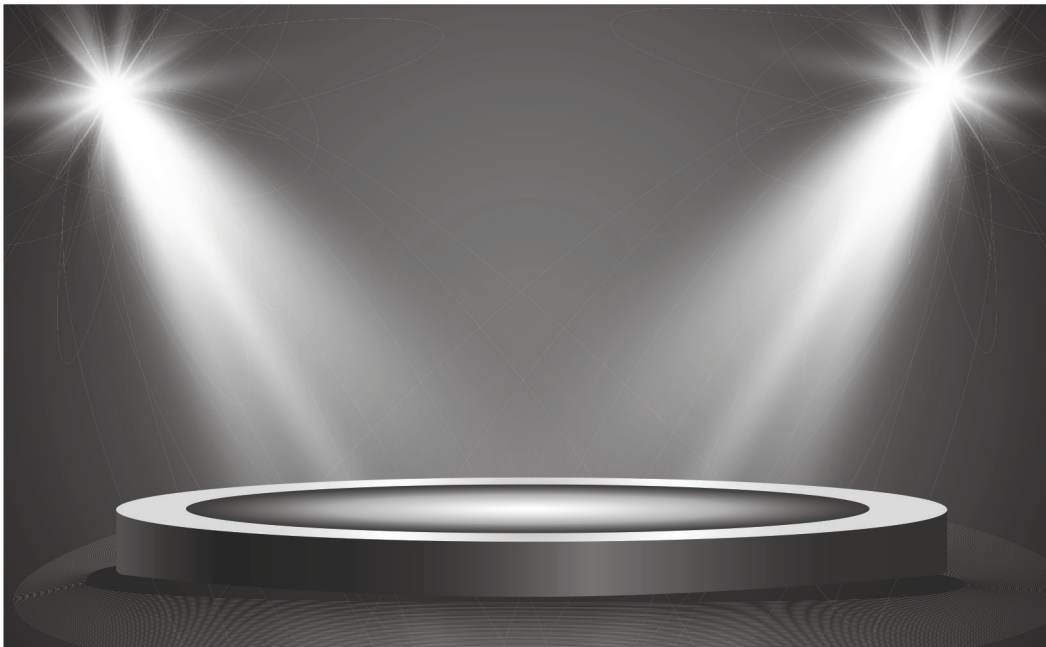
is determined by individual police services. In general a vehicle is recovered when the chassis or shell of the vehicle is recovered. This may mean that a substantial proportion of the vehicle’s components may still be missing. For example, in the case of the professional ‘steal and strip’ the vehicle 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



National Motor Vehicle
Theft Reduction
Council