



**A REVIEW OF
THE CURRENT KNOWLEDGE AND
STATISTICAL DEVELOPMENT
ON VEHICLE THEFT
IN THE EU MEMBER STATES**



This study was carried out on the initiative of the European Crime Prevention Network

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VEHICLE CRIME IN EU MEMBER
STATES FROM 1990 TO 2002
Statistics, policies and good practices

- final report -

drs. H. Batelaan
drs. M. Moll

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Regioplan BeleidsOnderzoek
Nieuwezijds Voorburgwal 35
1012 RD Amsterdam
Tel.: +31 (0)20 – 5315315
Fax : +31 (0)20 – 6265199



Stichting Aanpak Voertuigcriminaliteit
(AVc)
Postbus 74707
De Klencke 12
1070 BS Amsterdam
Tel: +31 (0)20 – 5497931
Fax: +31 (0)20 – 5497935
E-mail: wesselink@stavc.nl

Research performed by Regioplan Policy
Research and the Foundation for Tackling Vehicle
Crime (AVc), under the authority of the European
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TABLE OF CONTENTS

1	Preface	1
2	General introduction.....	3
2.1	Vehicle crime: a multilevel problem	3
2.2	Prevention of vehicle crime	4
2.3	Objective of the study.....	5
2.4	Framework of the report.....	5
3	Methodology	7
3.1	Framework of the research	7
3.2	Collection of statistical data	8
3.3	Collection of data on policy and good practices.....	10
3.4	Methodological issues	11
3.5	Concluding remarks.....	14
4	Vehicle crime: Problem exploration and Policy.....	15
4.1	Austria	15
4.2	Belgium	17
4.3	Denmark	19
4.4	Finland.....	21
4.5	France	23
4.6	Germany	24
4.7	Greece.....	26
4.8	Ireland.....	28
4.9	Italy.....	29
4.10	Luxembourg	30
4.11	The Netherlands.....	31
4.12	Portugal.....	34
4.13	Spain	35
4.14	Sweden	36
4.15	The United Kingdom.....	38
5	Vehicle crime: National Efforts and European Cooperation.....	42
5.1	Introduction	42
5.2	Statistical trends	42
5.3	Policy.....	45
5.4	European policy: obstacles, successes, opportunities.....	49

APPENDICES

1	Respondents.....	54
2	Statistics for Austria	56
3	Statistics for Belgium	58
4	Statistics for Denmark.....	59
5	Statistics for Finland.....	60
6	Statistics for France	62
7	Germany	63
8	Greece	64
9	Statistics for Ireland.....	65
10	Statistics for Italy.....	66
11	Statistics for Luxembourg	67
12	Statistics for the Netherlands.....	68
13	Statistics for Portugal	70
14	Statistics for Spain.....	71
15	Statistics for Sweden	72
16	Statistics for the United Kingdom	74
17	Statistics for all EU Member States.....	76
18	Graphs on vehicle theft in EU Member States	82
19	Methodology of recording vehicle theft	90
20	Literature	94

PREFACE

From January until September 2004, Regioplan Policy Research and the Dutch Foundation for Tackling Vehicle Crime carried out a study into trends in and policies against vehicle theft in the fifteen EU Member States. Guus Wesselink and Werner Postma from the Foundation for Tackling Vehicle Crime advised Regioplan on the subject of vehicle crime throughout the project and we have benefited from their extensive knowledge. Further we would like to thank all persons and organisations that have supplied us with data on vehicle crime and prevention policies and programmes in their home countries. We are especially grateful to Mr. Paul Smit of the Research and Documentation Centre of the Dutch Department of Justice, who shared his extensive statistical data on vehicle crime with us.

We hope that this report will help policy makers in the EU Member States in their fight against vehicle crime.

Amsterdam (the Netherlands), October 15th 2004

Drs. Ger Homburg, project manager

2 GENERAL INTRODUCTION

2.1 Vehicle crime: a multilevel problem

Vehicle crime has been an apparent problem for decades, not only in the EU Member States, but in practically every country, like the United States of America, Australia and South-Africa. There are many opportunities to steal a car in everyday life. Because there are many cars, they are usually parked in public places and (mainly the older models) are relatively easy to steal. Since the beginning of the eighties of the last century there has been an increase in the number of cars stolen each year in most EU Member States, which stabilised in the early nineties. There are significant differences between the member states. The United Kingdom and France are countries with a relatively high number of stolen cars: in Austria, Germany and the Netherlands the numbers are much lower.

There are three distinct types of vehicle theft (Jacobs, Essers & Meijer, 2002):

1. *Vehicle theft for recreational means.* The vehicles are often stolen for joy riding and the behaviour is often a result of challenges by the peer group or for achieving status. The vehicles are often retrieved after the theft, but they may be severely damaged. The thieves do not have an apparent preference for brands or models.
2. *Vehicle theft for financial gain.* The stolen vehicles can be sold (usually after removing the identifying chassis numbers that are engraved in the car), shipped to another country or stripped down and sold in parts. There are car thieves who work alone and who strike when an opportunity arises, but there are also organised gangs. This network of car thieves work together to steal, transport and sell the vehicles. The money that is generated by these groups might be used to finance other criminal activities. Professional thieves have a distinct preference for certain brands, models and cars with a specific price range.
3. *Vehicle theft in relation to other crimes.* Stolen vehicles can be used as a means of transport in burglaries, robberies or raids or as a means to gain access to a building by driving the vehicle through the wall or window. Due to the increased technological security of cars (for example electronic starter interrupter) there are more home- and office break-ins to obtain car keys, which are used to steal the vehicles. This type of crime is usually very rare.

The percentage of the population that is victimised by vehicle theft varies from 0.2 percent in Austria to 3.0 percent in the United Kingdom (ICVS, 2000). Victims perceive the theft of a vehicle, next to assault and burglary, as one of the gravest violations of their

perception of safety (Eijken & de Waard, 1994). But the crime also brings about other problems for victims.

They suffer inconvenience, damages and a higher insurance rate as a result of vehicle theft. Vehicle crime has an impact on the whole society, though, not only on the persons that are directly confronted with the phenomenon. The road safety is threatened by (juvenile) joy riders and stolen vehicles are frequently used in relation with other serious crimes. Organised crime groups also use stolen vehicles to traffic stolen or illegal goods and as a means to pay for these goods. The prevention of vehicle theft will not only reduce the number of stolen vehicles in a country, but it is likely that it will also have an effect on the closely related crimes.

2.2 Prevention of vehicle crime

In an attempt to prevent and reduce vehicle crime, national governments, the motor-industry and insurance companies have taken several measures on local, national and international levels. These measures vary from better lighting in parking garages to a better technological security of cars and international co-operation to combat car theft and registration fraud (Eucaris). There are many parties involved in the attempt to reduce vehicle crime, law- and policy makers, police officers, car manufacturers, insurance companies, the national car registration organisation, social workers, branch organisations, just to name a few. Close and organised co-operation on local, national and international level is essential for the design and execution of an effective strategy for preventing and reducing vehicle crime (Pengelley & O'Brien, 1996; Bink, van der Fluit & Merten, 1992; Baarn, 1992).

The theft and trafficking of stolen vehicles are crimes with European dimensions. Therefore the European Crime Prevention Network (EUCPN) has defined vehicle theft as one of the priorities in the work program for 2003-2004. Combating and tackling vehicle crime is the responsibility of each separate member state, although there are joint ventures and some international co-operation. As a consequence, each member state has a different policy on the prevention of vehicle theft and a different system for registering vehicles and vehicle theft. These differences are a barrier in the structural co-operation between EU Member States, but they can also be a viable source of knowledge. The EUCPN has the objective to distribute information of effective policies and measures for reducing vehicle crime that have proven to be successful to policymakers, civil servants and researchers throughout Europe. This information will be gathered in an international research in fifteen EU Member States. The research focuses on national policies of vehicle theft, statistics on vehicle theft and best practices in combating vehicle theft.

2.3 Objective of the study

The objective of the study is to collect, analyse and present information on vehicle theft as a synthesis, which will make policymakers and civil servants in the fifteen EU Member States (more) aware of the prevention- and intervention strategies elsewhere in the EU. The intention is that the examples of successful policies and measures will expand and intensify national policies on combating and tackling vehicle crime.

The research focuses on three main topics:

1. Statistical data on the situation on vehicle theft in the fifteen member states over the period 1990-2002¹.
2. Current crime prevention and intervention policies in member states targeted at reducing or preventing vehicle theft.
3. Good practices, new ideas and strategies for combating and tackling vehicle theft derived from the fifteen EU Member States.

2.4 Framework of the report

The report is presented in two parts. Part one of the report contains information about the procedure of the research, a short description of statistical trends and policy initiatives regarding vehicle crime for each member state and a comparison between the member states that will point out best practices in fighting vehicle crime. Part two of the report contains a detailed presentation of the information that has been gathered for all the EU Member States and appendixes.

¹ For most countries there is only statistical information available until the year 2001.

3 METHODOLOGY

3.1 Framework of the research

The consortium of Regioplan Policy Research and the Foundation for Tackling Vehicle Crime (AVc), both located in Amsterdam, the Netherlands, have carried out this research in the period from February to September 2004.

In order to collect information the following methods were used:

1. Collection and study of existing information via the Internet, literature and experts on vehicle crime on the topic of statistics, policy and good practices for each country.
2. Questionnaires about statistical information on vehicle crime sent to respondents who were suggested by the national statistical agencies.
3. Questionnaires about (prevention) policy and good practices concerning prevention and reduction of vehicle crime sent to respondents who were suggested by the national representatives of the EUCPN.

We have also approached the national representatives of Europol via the headquarters of Europol in the Netherlands and the members of the international Comité Européen des Assurances (CEA) with a questionnaire about policy and good practices concerning prevention and reduction of vehicle crime. No new information was obtained from these questionnaires and therefore they are not included in this report.

The research focuses on the fifteen countries of the European Union before the EU was expanded on May 1st 2004. These countries are Austria, Belgium, Denmark, Finland, France, Germany, Greece, Ireland, Italy, Luxembourg, the Netherlands, Portugal, Spain, Sweden and the United Kingdom (England & Wales, Northern Ireland and Scotland). Table 3.1 indicates the source of information that was used to describe statistical trends and the policies on vehicle crime for each country.

Table 3.1 Source of information for each EU Member State

	Desk research	Response to statistical questionnaire	Response to policy questionnaire (EUCPN)
Austria	1	1	1
Belgium	1	1*	1
Denmark	1	1*	1
Finland	1	1	1
France	1	1	1
Germany	1	0	1*
Greece	1	1*	1*
Ireland	1	2	0
Italy	1	2	2
Luxembourg	1	1*	2
Netherlands	1	1	1
Portugal	1	1	1
Spain	1	0	0
Sweden	1	1	1*
United Kingdom	1	1*	1

0 'Unable to establish contact' 1 'Questionnaire returned' 2 'Questionnaire sent out'.

* These countries have provided statistical information or information about policy/good practises, but they have not completed the questionnaire.

3.2 Collection of statistical data

EU Member States have different systems for registering vehicles and stolen vehicles (European Sourcebook of Crime and Criminal Justice Statistics 2003; Hardy, 2001). This is an obstacle in gathering and comparing statistical data on vehicle theft. The findings of several studies concerning vehicle theft were very explicit in the conclusion that the need for comparable statistical data is very high, both for research and for policy makers. The differences between the countries are so large that it is not possible to gather comparable data at this point in time. A questionnaire was constructed to gather not only figures on vehicle crime, but also background information on the statistics. In this way the statistical information can be placed in context and is therefore more interpretable.

Table 3.2 lists the variables that were presented to the respondents with the request to provide data for the year 1990 to 2002. There were definitions given for the variables and the respondents were asked to specify alternative definitions and provide data based on their own variables. In order to compare statistical trends between countries, index numbers are calculated based on the number of stolen vehicles and the total number of cars in use. For this comparison the information that was provided by WODC/European Sourcebook of Crime and Criminal Justice Statistics 2003 was used.

Most EU Member States were unable to provide detailed statistics on the number of stolen and recovered vehicles and therefore a decomposition into comparative categories and comparison between figures were not possible.

Table 3.2 Variables used in the gathering of statistical information of vehicle crime

Variables derived from national registration of vehicle theft 1990-2002

Total number of cars in use
 Percentage of stolen vehicles reported (estimation)
 Total number of stolen vehicles
 Total number of stolen passenger cars
 Total number of stolen light commercial vehicles (< 3.5 tonnes)
 Total number of recovered vehicles
 Total number of recovered passenger cars
 Total number of recovered light commercial vehicles (<3.5 tonnes)

Variables derived from national victimisation surveys

Households/persons victimised by vehicle theft
 Households/persons victimised by theft of passenger car
 Percentage 'theft of car/vehicle' reported to the police

The following definitions were given to the respondents:

- *Cars in use (car park)*. The total number of actual cars in the country that are insured and/or registered and for which the registration is not suspended.
- *Theft of a vehicle*. Depriving a person/organisation of a motor vehicle without force with the intent to keep it, including joyriding, misappropriation and temporary use, but excluding theft of motorboats and handling/receiving stolen vehicles.
- *Passenger cars*. A motor vehicle with more than two wheels and a maximum weight that exceeds 1 metric ton, comprising no more than eight seats in addition to the drivers seat and constructed for the carriage of passengers.
- *Light commercial vehicles*. A motor vehicle having more than two wheels, with a maximum weight not exceeding 3.5 metric tons and constructed for the carriage of goods.
- *Recovery of a vehicle*. When the owner of the vehicle or the police and/or insurance company reports the car as recovered to the authorities that are responsible for the registration of vehicle theft.

In order to find the best respondents for the questionnaire about statistics on vehicle crime the national statistical agencies were approached via e-mail with the request to provide a name and e-mail address of the most knowledgeable person on the subject of gathering and analysing statistical information on vehicle theft. If the agency did not respond within one week after the first e-mail, a reminder was sent. The following week the agency was

telephoned to bring the original e-mail to the attention. The same procedure was followed with regard to the organisation which the national statistical agency referred to.

By way of (multiple) referrals it was possible to send an e-mail to the respondent with the request for participation in the research. This made it possible to send a personal reminder to the respondent which increased the level of response. When the respondent agreed to participate, the questionnaire was sent with the request to return it within two weeks. In a few incidences it was not possible to find a respondent for the questionnaire. The statistical information for these countries is solely derived from the analyses of the desk research.

3.3 Collection of data on policy and good practices

A study of Internet sources learned that most governments of the EU Member States do not have a policy for the prevention or reduction of vehicle crime. However, there are organisations in some countries (the Netherlands, Great Britain, Sweden, Belgium) that are actively trying to prevent or reduce vehicle crime. In an attempt to get a broad view of the subject of vehicle crime, multiple initiatives were undertaken to gather information on policies and good practices.

The EUCPN national representatives were approached via e-mail and with the request to provide a name and e-mail address of the most knowledgeable person on the topic of vehicle crime. In the incidence where the national representative did not respond within one week, a reminder was sent. In the week after this the national representative was telephoned with the request to reply to the e-mail. In a few cases the national representative that was listed on the EUCPN website was no longer functioning in this role. The same procedure was then followed with a new or replacing representative. By way of (multiple) referrals it was possible to send an e-mail to the respondent with the request for participation in the research. This made it possible to send a personal reminder to the respondent which increased the level of response. When the respondent agreed to participate, the questionnaire was sent with the request to return it within two weeks. In a few incidences it was not possible to find a respondent for the questionnaire. In the incidences where it was not possible to contact the respondents via e-mail, we sent letters to EUCPN representatives and their substitutes. In some cases these letters helped us to contact the appropriate respondents.

In the questionnaire the respondents were requested to provide information on different levels of policy on prevention and vehicle crime (table 3.3). The topics are listed from a general to a specific level. If there is no specific policy on the prevention of vehicle crime

in a member state, the general policies will give an indication of the approach or vision to fight vehicle crime. In the incidence where reports or documents were available it was sufficient to provide the title of the policy in the questionnaire and to attach the documents with the reply e-mail or to state the location of the policy documents on the Internet. When no document was available, the respondents were requested to write down as many details as possible about the different policies in the questionnaire.

Table 3.3 Topics in questionnaire on policy on prevention and vehicle crime

Topics	Title/Details
Prevention of crime in general	
Vehicle crime in general	
Prevention of vehicle crime	
Combating vehicle crime	
(Potential) offenders of vehicle crime	
(Potential) victims of vehicle crime	
(Potential) situations/locations in which vehicles are stolen	

The respondents were also asked to name good practices in the questionnaire and to provide information concerning (potential) offenders of vehicle crime, (potential) victims of vehicle crime and (potential) situations/locations in which vehicles are stolen next to good practices in the prevention and combating of vehicle crime.

3.4 Methodological issues

There are significant differences between countries in the way police and court systems are organised, legal definitions regarding vehicle theft are defined and statistics are collected and presented. These differences make it impossible to compare statistical information of different countries without describing and controlling for these deviations. The available data does not have the level of detail and reliability that is necessary for comparative statistical analyses or for proving a causal relationship between trend changes and implemented policies. The data can only be used to describe trends in the separate countries accompanied with detailed information to interpret the analyses. We have chosen to present all available data and we expect the reader of this report to use caution when interpreting the information. It is also not possible to explain statistical trends in vehicle theft

The validity of the data is another issue that has to be addressed in this chapter. The annual numbers on stolen vehicles are subject to many influences that can count for an over- or underestimation of the actual number of stolen vehicles. The amount of stolen

vehicles will be higher in a country where all the reports of stolen, missing and misplaced vehicles are recorded, than in a country only the investigated and proven claims of vehicle theft are recorded.

The background information on the method of recording vehicle theft has been translated in an estimation for deviation. For each of the situations that may occur in the recording of vehicle theft (table 3.4) a '+' is given if an overestimation is expected and a '-' is given if an underestimation is expected. A '*' is given when no deviation is expected. The information from each member state is scored and the total number of '+' and '-' is calculated. A '+' and '-' do not necessarily balance out.

Table 3.4 An estimation for deviation of the actual number of stolen vehicles

	Deviation
A vehicle is recorded as stolen if it is reported as an offence to the police	* ²
A vehicle is recorded as stolen if it is reported as an offence to the insurance company	*
A vehicle is recorded as stolen after the offence has been investigated	-
A vehicle is recorded as stolen after the offence has been prosecuted	-
If the theft of a vehicle is part of a string of offences, only the first offence is recorded	-
If the theft of a vehicle is part of a string of offences, only the offence with the highest penalty is recorded	-
If the theft of a vehicle is part of a string of offences, each offence is recorded	*
If the theft of a vehicle affected more than one party, only one offence is recorded	*
If the theft of a vehicle affected more than one party, more than one offence is recorded	+
If multiple vehicles have been stolen from one party, only one offence is recorded	-
If multiple vehicles have been stolen from one party, more than one offence is recorded	*
If the theft of a vehicle is executed by more than one person, one offence is recorded	*
If the theft of a vehicle is executed by more than one person, more than one offence is recorded	+
Temporary unauthorised use of a vehicle is recorded as an incidence of vehicle theft	*
Temporary unauthorised use of a vehicle is not recorded as an incidence of vehicle theft	-
Joyriding is recorded as an incidence of vehicle theft	*
Joyriding is not recorded as an incidence of vehicle theft	-
Misappropriation of a vehicle is recorded as an incidence of vehicle theft	*
Misappropriation of a vehicle is not recorded as an incidence of vehicle theft	-
Stolen motorboats are recorded as a stolen vehicle	+

⁺ overestimation expected, ⁻ underestimation expected, ^{*} no deviation expected

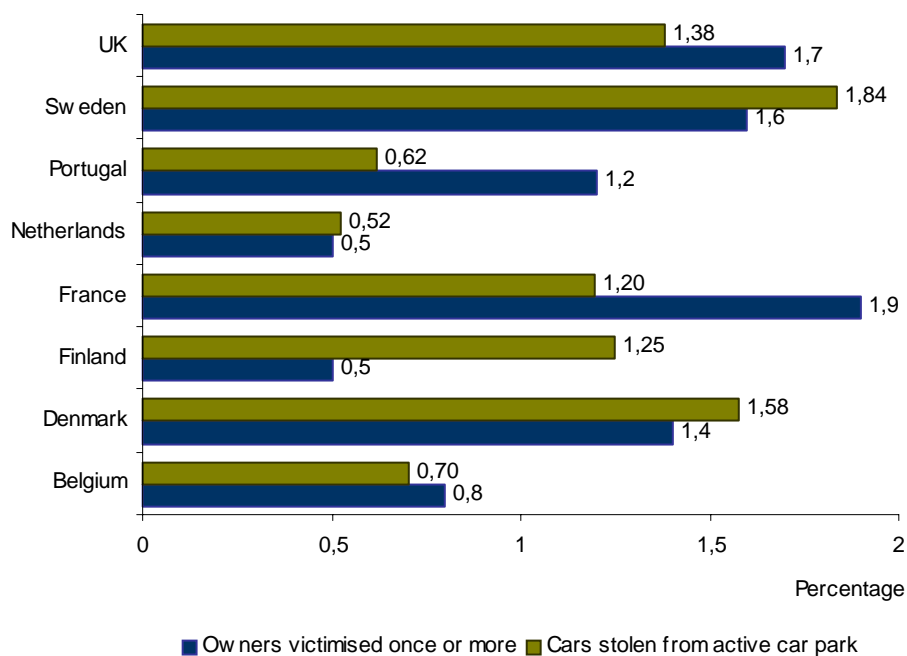
In publications concerning the topic of vehicle crime it has been suggested that police statistics may not be the most appropriate data for international statistical comparison.

² The estimation for this topic is very difficult to make. On one hand one might expect an overestimation because (intentionally) wrongful reports are recorded, but on the other hand not everybody reports a stolen vehicle to the police.

The European Sourcebook of Crime and Criminal Justice Statistics 2003 has, among others, suggested that victimisation surveys may be a good alternative or addition to police statistics. Since most countries do not carry out a national victimisation survey, the International Crime Victimization Survey (ICVS), which has been carried out in eight member states, is a good source of information. It would be an important step forward for international comparable statistical research if all member states would participate in the ICVS or another international survey that focuses on (the victimisation of) vehicle crime.

A comparison between the percentage of households that have been victimised by car theft in 1999 and the percentage of the active car park that has been stolen in each country in 1999 shows that the numbers for some countries are very similar. However, in Portugal, France and Finland the numbers are very different. Reasons for these deviations may be found in the average number of households that own a car, the system of registering vehicles and vehicle theft and the willingness of victims to report a stolen vehicle to the authorities.³ Within the context of this research it was not possible to explore the possibility of combining data from victimisation surveys and police statistics, but this remains an interesting option for further research.

Graph 3.1 The percentage of households victimised once or more by vehicle theft in 1999 and the number of cars stolen in 1999 as a percentage of the active car park.



Source: International Crime Victimization Survey, WODC/European Sourcebook of Crime and Criminal Justice Statistics 2003 and Anfac

³ We assume that the cars from the active car park are equally spread over all households in the countries.

3.5 Concluding remarks

The European Crime Prevention Network (EUCPN) has defined vehicle theft as one of its priorities. It is clear that the fifteen EU Member States differ in their concern on vehicle crime: some countries are trying to develop specific policies on vehicle theft, most countries do not. Some countries, however, have detailed statistical information, in other countries more voids are visible. The nature of information also differs between several countries (definitions of variables, to name only one problem). Finally, there are some countries from which we are unable to collect information on either statistics or policies.

Maybe these differences between member states can be explained by the seriousness of the problem in each country. But a valid comparison of countries on statistics and policies will be difficult. Nevertheless, we believe that an overview of the gathered policy information and characteristics of good practices will encourage national policymakers in developing their policies. On the other hand, we think that the observed difficulties concerning the available information will provide keystones for improving policies en data registration as well.

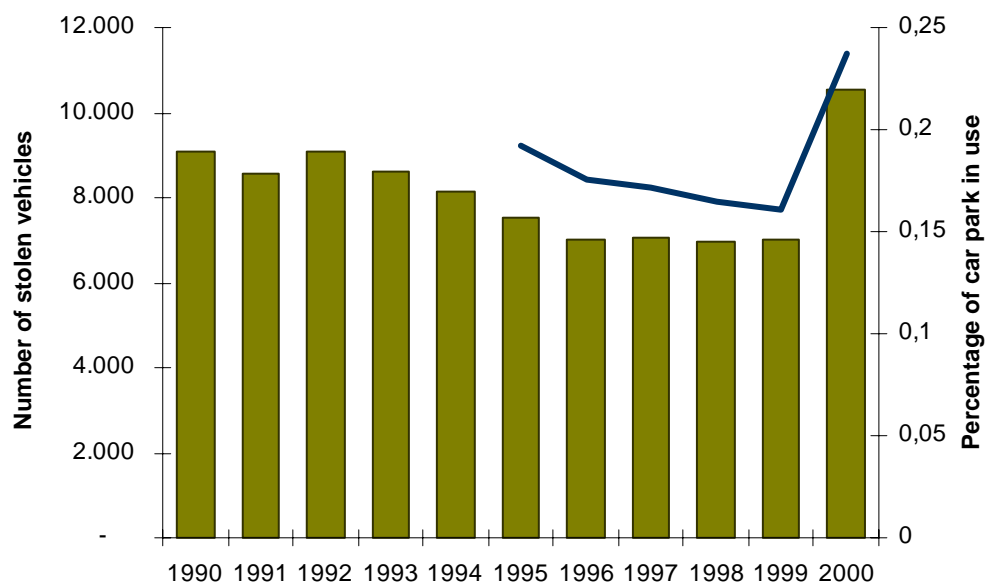
4 VEHICLE CRIME: PROBLEM EXPLORATION AND POLICY

4.1 Austria

4.1.1 Trends in vehicle theft

Since the mid nineties the number of stolen vehicles in Austria has stabilised from an average of 7,000 to 9,000 stolen vehicles each year (Graph 4.1, see chapter 2 of the appendices for detailed information). Vehicle theft is not very common in Austria, less than 0.2% of the active car park is stolen each year. This percentage is very low compared to other EU Member States. In 2000 the number of stolen vehicles has increased significantly. This increase is related to a new system for recording vehicle crime. An electronic on-line system is now used for collection of the data. Due to a new system of counting offences the number has increased (Sourcebook, 2003).

Graph 4.1 Number of stolen vehicles in Austria 1990-2000 and the number of stolen vehicles as a percentage of car park in use from 1995-2000



Source: WODC/European Sourcebook of Crime and Criminal Justice 2003 and Anfac

4.1.2 Policy on vehicle theft

The Department of the Interior has the main responsibility for developing a policy towards vehicle crime. Policy towards vehicle crime has developed since the early nineties. The success factor is the high quality of the national database of stolen and registered cars. Unfortunately, according to our informant, Austria does not take an active part in international co-operation concerning data exchange such as Eucaris.

Good practices

The Austrian Intelligence Service Bundeskriminalamt Vienna and Europol Vienna together with the German (Bundeskriminalamt in Wiesbaden and Munich), Swedish and Italian Police developed a cd rom which contains identification information for 18 different makes of cars, the key catalogue and European car registration documents. This cd rom is called *EuVID, European vehicle identification database*.⁴ It facilitates detection of 'ringed' cars, especially on Border Control Stations. Experts of Europol state the effectiveness of this cd rom.

Furthermore, Austria has some experience with information campaigns in the media and with the use of undercover agents. Our informant writes about the effectiveness of an *undercover operation*: "In spring this year there was a joint operation with the Slovakian Police. An Austrian undercover agent rented a car, went to Slovakia and parked it in front of a hotel. When it was dark, the perpetrators appeared at the scene and tried to steal the car. We tried this three times and were successfully two times. With the knowledge of this operation and the interrogation of the arrested offenders, the Slovakian Police could solve many cases. In 2003 26 Austrian rented cars were stolen in Slovakia, since this operation none".

4.2 Belgium

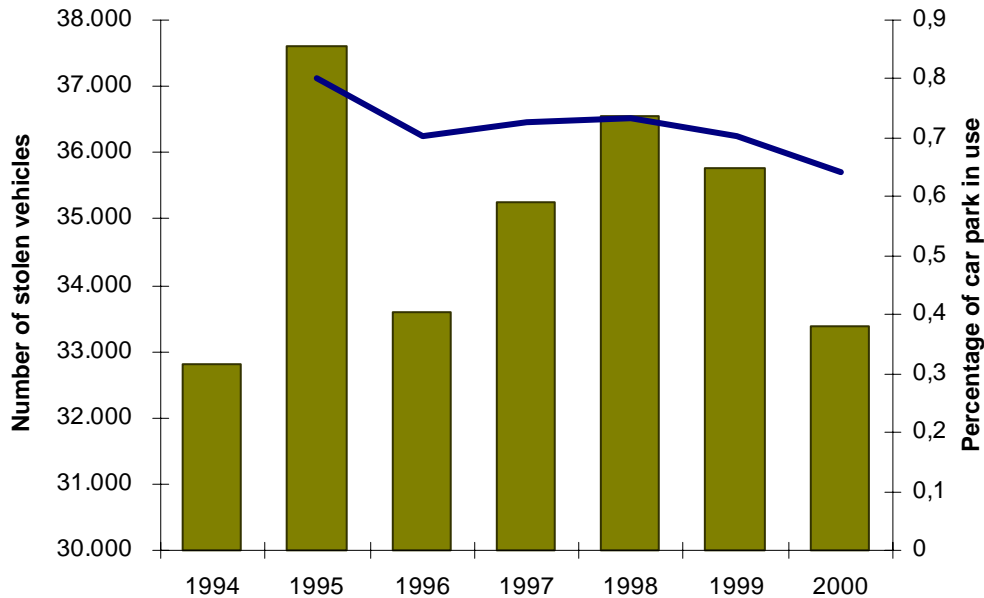
4.2.1 Trends in vehicle theft

After an unexplained spike in 1995 the number of stolen vehicles in Belgium is steadily decreasing since 1998 from 36,500 to 33,000 stolen cars (Graph 4.2, see chapter 3 of the appendices for detailed information). Together with the decrease in the number of stolen vehicles, the percentage of stolen vehicles from the active car park is also slowly

⁴ Information derived from the EUCPN conference *Good practices in Crime Prevention*, Book I (Rome, November 2003)

decreasing. Each year about 0.65% of the total number of cars in use is stolen. In comparison to other EU Member States this percentage is fairly low.

Graph 4.2 Number of stolen vehicles in Belgium 1994-2000 and the number of stolen vehicles as a percentage of car park in use from 1995-2000



Source: WODC/European Sourcebook of Crime and Criminal Justice 2003 and Anfac

4.2.2 Policy on vehicle theft

In Belgium the Ministry of the Interior has the main responsibility for developing a policy concerning vehicle crime. In Belgium there is also a National Platform that discusses the problem of vehicle crime and tries to integrate the policy of different stakeholders. There are several written documents on vehicle crime which underline the priority vehicle crime gets in Belgium⁵. Apart from this, the Federal Police undertakes activities like applicable scientific research⁶ and the investigation of offences and offenders. In 2002 especially car and homejackings were given priority.

The policy of Belgium is divided into the following modules:

⁵ *Actieplan voertuigcriminaliteit 2003-2005* and *Nationaal Actieplan Car- en Home-jacking en Garagediefstal 2002-2005*, Nationaal Overlegplatform Autocriminaliteit – NOA and Kadernota integrale veiligheid, Ministry of the Interior, March 2004.

⁶ Verhaegen, K. en J. van Gelder, *Fenomeenanalyse voertuigendiefstal 2002*, Federal Police, Bruxelles, July 2003

- *General policy* by accomplishing applicable scientific research. Analyses of the problem and improving the definitions to facilitate policy makers;
- *Prevention*: develop a policy of prevention of potential victim groups. A wide range of activities: engraving car window glasses, improvement of the security of identification documents, information by leaflets (e.g. to prevent showrooms of burglary, to inform people when buying a second hand car), discouragement of trade in damaged cars etc;
- *Repression*: visible and invisible presence of the policy in risky areas, local police forces decided to give priority to car crime, improving enforcement of offenders, tackling insurance fraud, impeding of stolen vehicles to be traded;

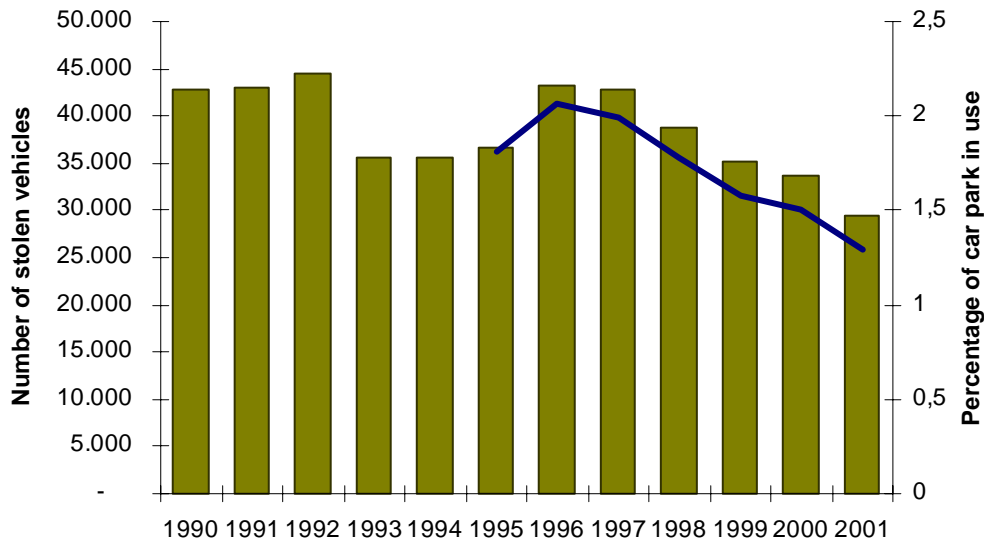
Follow up care: improvement of recovering of stolen vehicles by agreements between police and insurance companies, increase of seized stolen vehicles by using vehicle tracking systems etc.

4.3 Denmark

4.3.1 Trends in vehicle theft

After a stable period in the early nineties the number of stolen vehicles in Denmark increased in 1996 (Graph 4.3, see chapter 4 of the appendices for detailed information). Since then the number of stolen vehicles has decreased from 42,000 to 30,000 stolen vehicles each year. The percentage of vehicles stolen from the active car park has decreased in this period from 2.0% to 1.3%. While Denmark was a country with a high percentage of stolen vehicles in 1996, the country now has an average percentage compared to other EU Member States.

Graph 4.3 Number of stolen vehicles in Denmark 1990-2001 and the number of stolen vehicles as a percentage of car park in use from 1995-2001



Source: WODC/European Sourcebook of Crime and Criminal Justice 2003 and Anfac

4.3.2 Policy on vehicle theft

The Danish Crime Prevention Council has the main responsibility in developing policy on prevention. The activities range from preventing crime by implementing measures that may increase security, to introducing information campaigns and promoting the objectives of the prevention program.

The measures are mostly not specifically directed to the prevention of vehicle crime. Target groups are home owners, schools, youth, social services, neighbourhoods and main topics are closed circuit television surveillance and victim-offender mediation. Victim-offender mediation also took place in case of vehicle crime.

In 1997 there was a national campaign to persuade vehicle owners to install immobilisers in their cars as it was foreseen that older cars would become the preferred goal of thieves after the regulation by the EU that all new manufactured cars should have such provision. This campaign was organised in co-operation with other stakeholders, such as insurance companies.

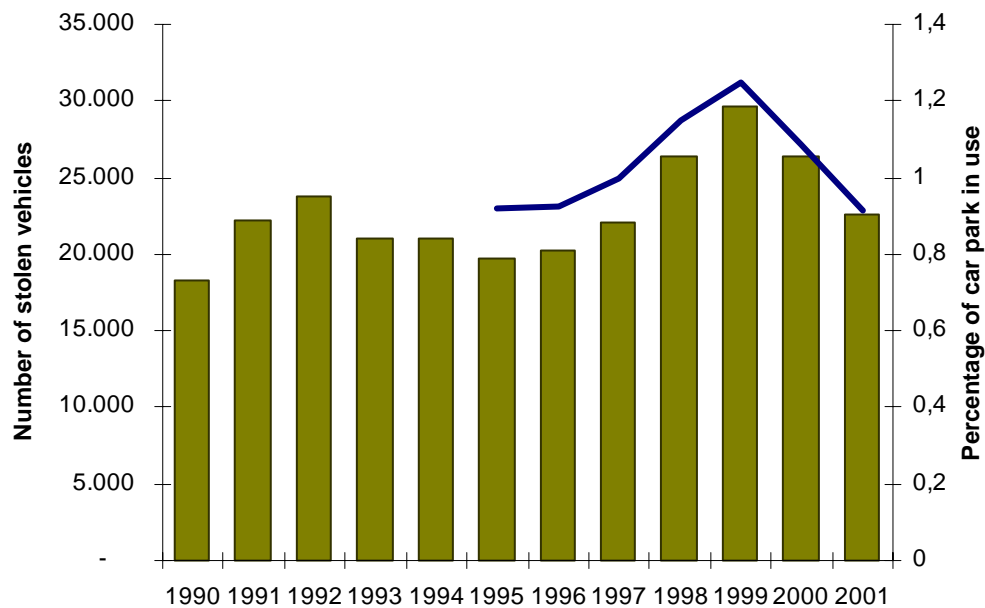
The police manage a national register of stolen vehicles. According to our informant this register is quite accurate because insurance companies only pay out when the stolen vehicle is reported to the police. Finally the Danish Police co-operate with customs authorities in the former Eastern Europe countries to recover the stolen cars.

4.4 Finland

4.4.1 Trends in vehicle theft

After a small decrease in the number of stolen vehicles in 1996, the number increased again since 1996. Since 1999 the number of stolen vehicles in Finland has diminished from almost 30.000 to 22.500 stolen vehicles (Graph 4.4, see chapter 3 of the appendices for detailed information). In this same period the percentage that indicates the number of vehicles that was stolen from the active car park decreased from 1.2% to 0.9%. This percentage is average compared to other EU Member States.

Graph 4.4 Number of stolen vehicles in Finland 1990-2001 and the number of stolen vehicles as a percentage of car park in use from 1995-2001



Source: WODC/European Sourcebook of Crime and Criminal Justice 2003 and Anfac

4.4.2 Policy on vehicle theft

The Ministry of Justice has the main responsibility to formulate the Finnish crime prevention policy. Recent governmental strategies focus, however, on other crime problems than car theft (e.g. violence, drug crimes, repeated crimes). The Ministry of Interior is preparing a national program for domestic safety. One of its main goals is to decrease criminality, but in the draft program car thefts are not particularly stressed.

In 2002 criminal law was reformed and now makes a distinction between theft of cars in order to use the car or for re-sale. Joyriding used to be punished only as unlawful use, now it is possible to be punished as theft of a car in order to use the car.

The National Council for Crime Prevention is the most important independent national expert agency. This Council has published a study on car crime in 1996 and supports local prevention projects where car crimes sometimes play a role. These projects focus on criminal activities of younger people and sometimes on prevention of car theft in parking areas.

Good practice

The Police Departments of Helsinki, Espoo and Vantaa set up a project called *Car crime prevention experiments through targeted information to vehicle owners*.⁷ The project aimed to harden targets by alerting vehicle owners to the risk of theft and/or break-in, especially those targets with a higher than average risk. Two types of owners (owners of cars with a high risk of theft and owners of cars at risk of car break-in) were informed by a letter about the installation of safety devices and advised to park in safe places. The project organisation also constructed two control groups of owners of similar cars living in the same area, but without the mentioned information. The project also consisted of a working group involving the Ministry of the Interior, police departments, insurance companies and car safety business. The results of the project suggests that the information was effective in reducing offences against older cars but not necessarily in reducing offences against new cars.

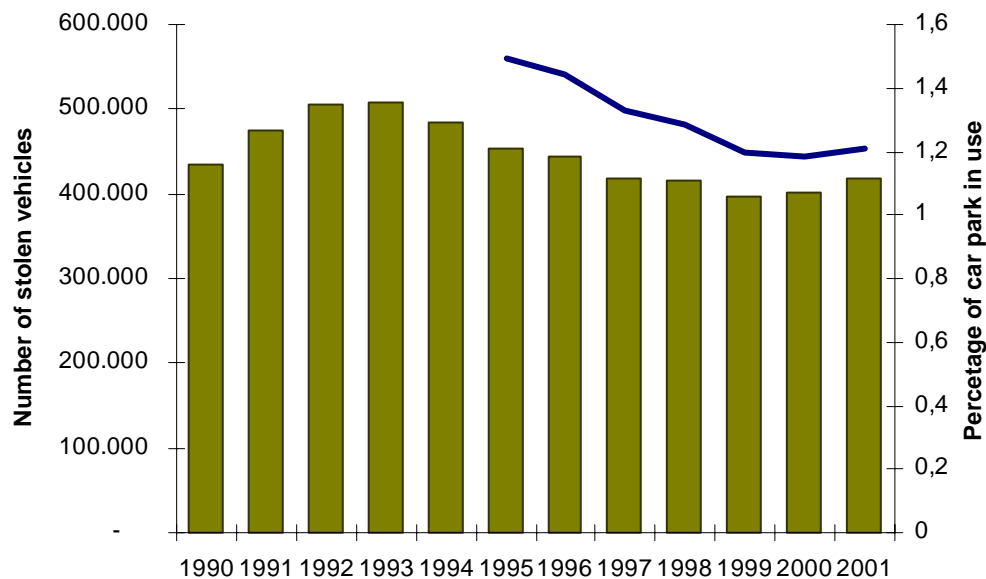
4.5 France

4.5.1 Trends in vehicle theft

Since 1992 the number of stolen vehicles has slowly diminished in France from 500,000 to 400,000 stolen vehicles each year (Graph 4.5, see chapter 6 of the appendices for detailed information). In 2000 this trend changed and the numbers are slowly increasing again. With an average of 1.35% of the active car park that is stolen each year France is above average compared to other EU Member States.

⁷ Information derived from the EUCPN conference *Good practices in Crime Prevention*, Book I (Rome, November 2003)

Graph 4.5 Number of stolen vehicles in France 1990-2001 and the number of stolen vehicles as a percentage of car park in use from 1995-2001



Source: WODC/European Sourcebook of Crime and Criminal Justice 2003 and Anfac

4.5.2 Policy on vehicle theft

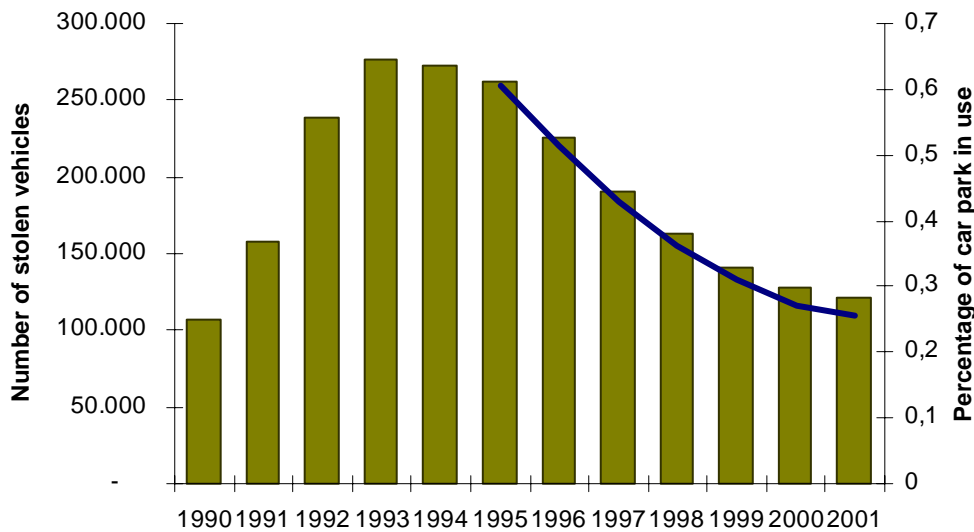
Our informants do not mention a specific policy concerning vehicle theft in France. The EUCPN contact person only states that the police make successful use of a vehicle tracking system (GPS-localisation of the vehicle).

4.6 Germany

4.6.1 Trends in vehicle theft

In Germany the number of stolen vehicles has increased until 1993. Since then the numbers have decreased from 260,000 to 125,000 (Graph 4.6, see chapter 7 of the appendices for detailed information). The percentage stolen vehicles from the active car park has decreased from 0.6% to 0.25%. This significant decrease in number of stolen vehicles and percentage of active car park that is stolen has raised questions in the international community about the reliability of the data.

Graph 4.6 Number of stolen vehicles in Germany 1990-2001 and the number of stolen vehicles as a percentage of car park in use from 1995-2000



Source: WODC/European Sourcebook of Crime and Criminal Justice 2003 and Anfac

4.6.2 Policy on vehicle theft

In Germany there is no particular organisation with a specific responsibility in developing policy concerning vehicle crime. The main characteristic of the activities concerning vehicle crime consists of an exchange of experience between public authorities, the car industry and insurance companies. This policy concentrates on technical measures and data exchange between several parties involved.

Since 1994 Germany's 'Bundeskriminalamt' uses several concepts of preventing and combating vehicle crime:

- Strengthening of co-operation between manufacturers, insurance companies, rental business, licence authorities;
- Developing and improving electronic immobilisers and locking-systems;
- Transferring data concerning investigation or tracing of stolen cars towards manufacturers and dealers;
- Strengthening of border control and co-operation with police and customs of former Eastern Europe Countries.
- Etc.

Good practises

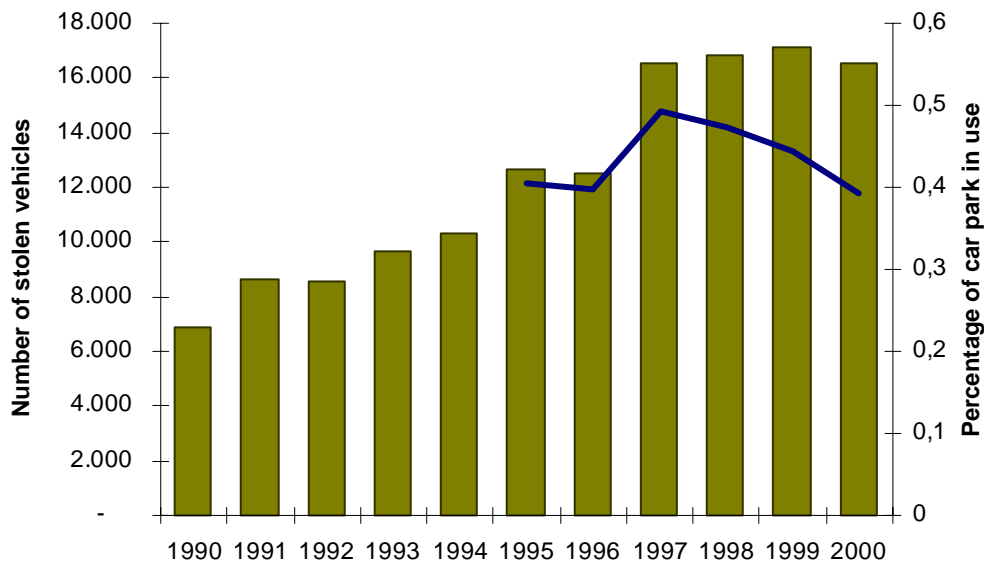
The Bundeskriminalamt runs an *Info-Pool Prävention* on the internet which contains information about crime prevention projects.⁸ However, we did not identify projects or examples of good practises concerning vehicle crime (vehicle crime or “fahrzeugkriminalität” are not viable as searching terms).

4.7 Greece

4.7.1 Trends in vehicle theft

The number of stolen vehicles has increased since 1990 to 2000, from 7,000 to 16,000 stolen vehicles each year (Graph 4.7, see chapter 8 of the appendices for detailed information). The percentage of car park stolen has since 1997 decreased from 0.5% to 0.4%. This percentage is low in comparison to other EU Member States. The increase in the number of stolen vehicles and the decrease in the percentage of car park that is stolen indicate that the number of cars in use in Greece has increased significantly in the late nineties.

Graph 4.7 Number of stolen vehicles in Greece 1990-2000 and the number of stolen vehicles as a percentage of car park in use from 1995-2000



Source: WODC/European Sourcebook of Crime and Criminal Justice 2003 and Anfac

⁸ http://www.bka.de/vorbeugung/infopool_de.html

4.7.2 Policy on vehicle theft

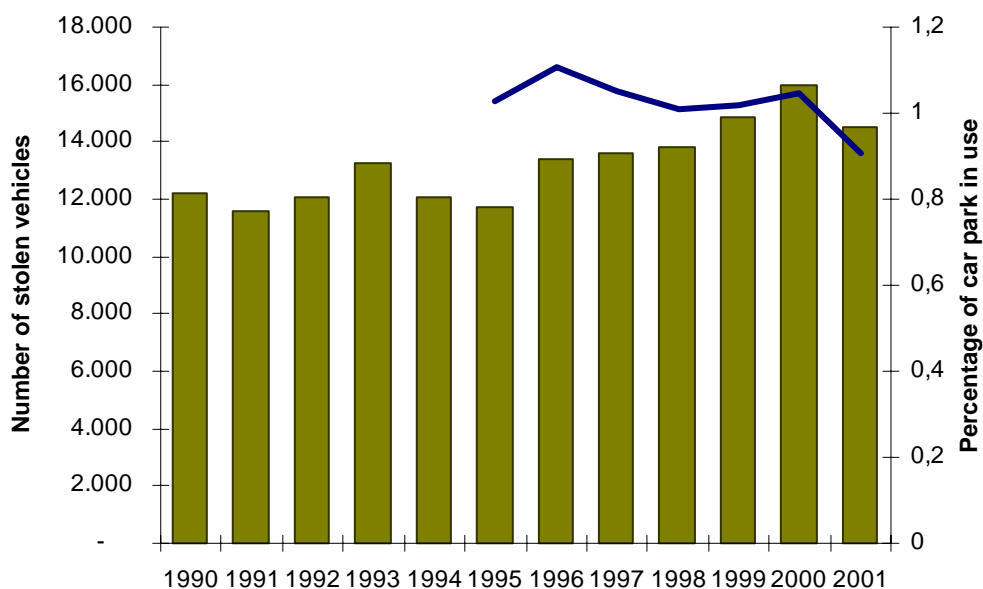
The main finding is that there are no specific policies or good practices in Greece on vehicle theft, although there is a Study Group on Crime Policy at the Ministry of Public Order which is in the process of investigating the possibilities of special prevention measures for a number of crime categories, including vehicle theft.

4.8 Ireland

4.8.1 Trends in vehicle theft

The number of stolen vehicles was relatively stable between 1990 and 2001. An average of 14,000 vehicles is stolen in Ireland each year (Graph 4.8, see chapter 9 of the appendices for detailed information). About 1.0% of the active car park is stolen each year. This number is slightly below average compared to other EU Member States. In the late nineties new definitions of serious and less serious offences were used in the registration of crime (Sourcebook, 1993). This may have caused the slight increase in the number of stolen vehicles around the year 2000.

Graph 4.8 Number of stolen vehicles in Ireland 1990-2001 and the number of stolen vehicles as a percentage of car park in use from 1995-2001



Source: WODC/European Sourcebook of Crime and Criminal Justice 2003 and Anfac

4.8.2 Policy on vehicle theft

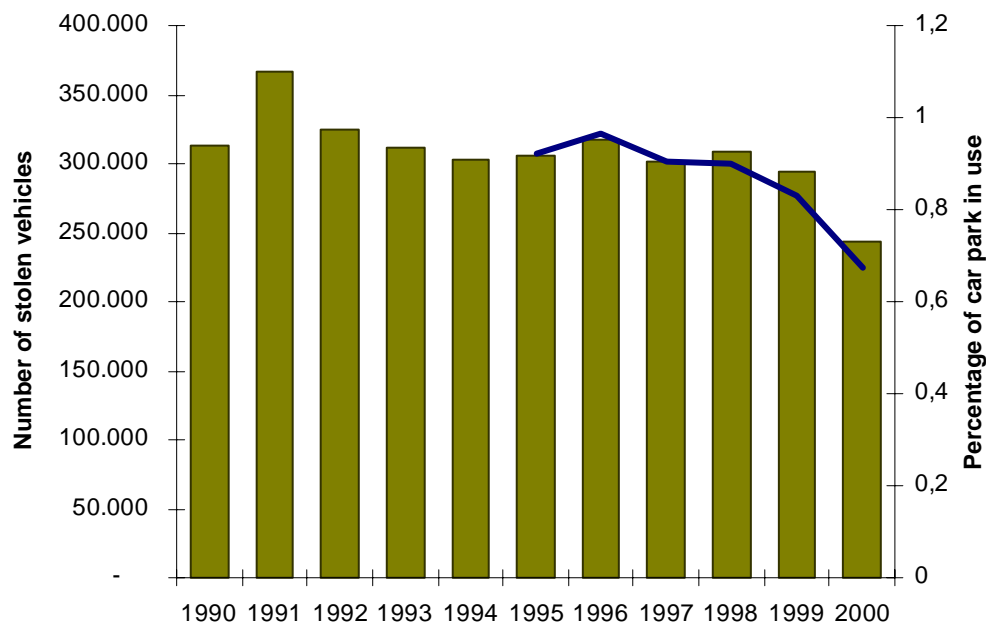
There is no information available about policies or good practices on the prevention or tackling of vehicle crime in Ireland.

4.9 Italy

4.9.1 Trends in vehicle theft

The number of stolen vehicles in Italy was relatively stable from 1990 till 1999. The average number of stolen vehicles is 300,000 (Graph 4.9, see chapter 10 of the appendices for detailed information). The percentage that indicates the number of vehicles that is stolen from the active car park has decreased since 1999. The average percentage of 0.9% of the active car park stolen is below average compared to other EU Member States.

Graph 4.9 Number of stolen vehicles in Italy 1990-2000 and the number of stolen vehicles as a percentage of car park in use from 1995-2000



Source: WODC/European Sourcebook of Crime and Criminal Justice 2003 and Anfac

4.9.2 Policy on vehicle theft

We cannot present data on policy concerning vehicle theft in Italy. Our contact persons did not meet with our request to complete a questionnaire. We assume that there is no specific policy concerning vehicle theft in Italy. We know about one good practise, reported at the EUCPN conference about Good Practises in Crime Prevention (in general) in Rome, see below.

Good practice

The project *The automated registration plate reading system*⁹ aimed to introduce an innovated system of reading registration plates.¹⁰ With this system, patrol cars can continuously scan licence plates and trace (stolen) vehicles that are reported in a central database of the police. Collected information by these specialised patrol cars can easily be transferred to this central database and vice versa. The system onboard of the patrol car consists of two micro video cameras, located on the top of the patrol car, an electronic processor that contains the plate reading unit and a data transmission system and a satellite navigator. At the Operations Centre of the police, there is wireless radio frequency equipment. In 2003 over 200 systems have been installed and over 5,000 plates were recognised by the cameras. The Italian Police and the private companies involved in the project predict a very good ratio between costs and efficiency and state that this project is easily replicable in other Member States.

4.10 Luxembourg

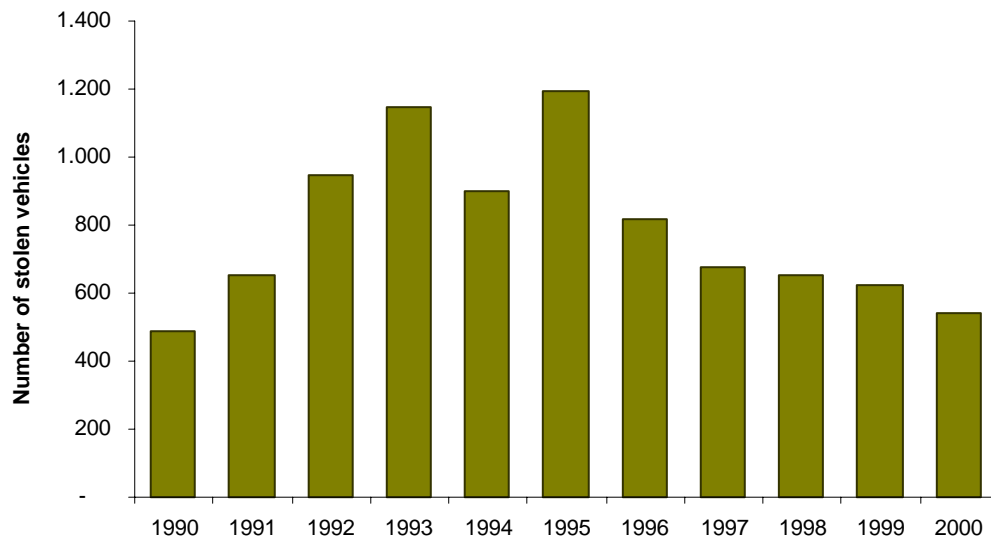
4.10.1 Trends in vehicle theft

In Luxembourg the number of stolen vehicles increased until 1995. From then on the number decreased to an average of 600 vehicles (Graph 4.10, see chapter 11 of the appendices for detailed information). For Luxembourg there is no information available about the total number of cars in use, therefore the trend can not be placed in the context of the percentage of the car park that is stolen each year. In the late nineties the registration of vehicle crime changed from a classification of general theft to a classification where different types of vehicle related crime can be distinguished.

⁹ These kind of systems are usually referred to as ANPR systems (Automated Number Plate Recognition)

¹⁰ Information derived from the EUCPN conference *Good practices in Crime Prevention*, Book I (Rome, November 2003)

Graph 4.10 Number of stolen vehicles in Luxembourg 1990-2000



Source: WODC/European Sourcebook of Crime and Criminal Justice 2003

4.10.2 Policy on vehicle theft

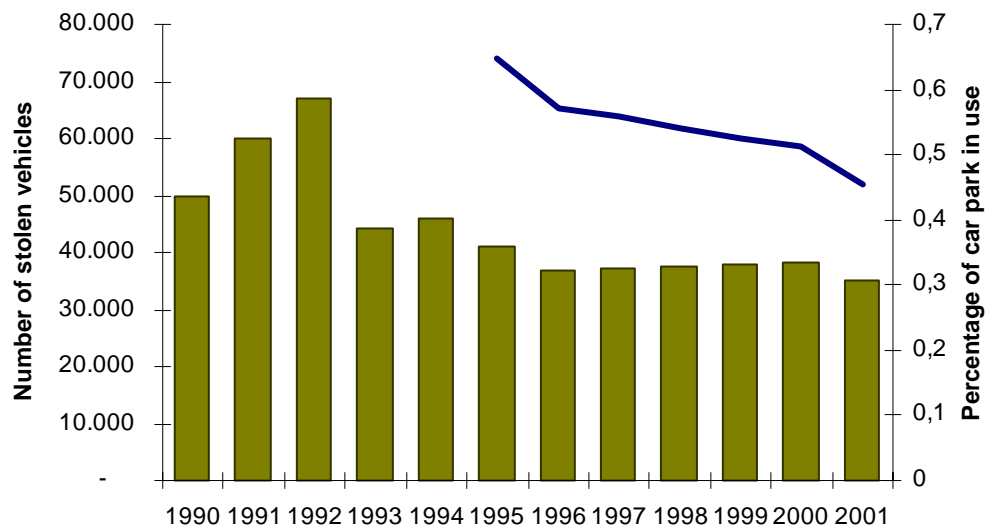
There is no information available about policies or good practices on the prevention or tackling of vehicle crime in Luxembourg. We assume that there are no specific policies or good practises on vehicle theft in Luxembourg.

4.11 Netherlands

4.11.1 Trends in vehicle theft

Since 1993 the number of vehicles stolen in the Netherlands has stabilised around 35,000 vehicles each year (Graph 4.11, see chapter 12 of the appendices for detailed information). The percentage of the car park that is stolen each year has decreased from 0.6% to 0.45%. This percentage is below average compared to other EU Member States.

Graph 4.11 Number of stolen vehicles in the Netherlands 1990-2001 and the number of stolen vehicles as a percentage of car park in use from 1995-2001



Source: WODC/European Sourcebook of Crime and Criminal Justice 2003 and Anfac

4.11.2 Policy on vehicle theft

Since 1997, the Dutch Foundation for Tackling Vehicle Crime (AVc), the public-private umbrella for all organisations involved in vehicle crime (ministries, police, public prosecutor, insurance companies, car branch, register authority etc.), has the main responsibility in developing a policy that tries to prevent vehicle theft.

The Dutch policy developed by the Foundation ranges from policy directed to (potential) offenders and (potential) victims and to interventions in (potential) high risk situations in which a vehicle could be stolen. The objective of the Foundation is to reduce vehicle crime by 10 per cent per year¹¹, an objective that according to the foundation is achieved in recent years.¹² Apart from that, the majority of the many projects are still in operation. Furthermore, the Foundation states that the achieved results in an institutional sense can also be judged on their qualitative merits such as the increased enthusiasm and commitment from the parties involved, the establishing of a central coordination point (i.e. AVc), the inception and utilisation of overall expertise and the availability of unequivocal numerical data.

¹¹ Information in this subsection is derived from information of the AVc: *From Present to Future Approach, Proposal for structure and procedures for 2003*, October 2001.

¹² Information from our respondent in October 2004.

Naturally there are threats to the perceived achievements of the foundation. They are, according to the AVc, shifting priorities in the public sector from vehicle crime towards other types of crime and shifting priorities within the private sector due to competitive reasons.

Current activities of AVc are divided into the following modules:

- *Prevention*, among others: promoting of electronic immobilisers, preparing the implementation of vehicle tracking systems;
- *Trade and use*, among others: realising post-damage assessments (signalising damaged vehicles by police, recognising ringed vehicles), implementing a “joint approach” (various activities, such as making Eucaris available to police and customs, making the disassembly sector more fraud-resistant etc.), organising co-operation between police, customs and others in ports (pilots in Rotterdam and Amsterdam) and accomplishing a project to combat ghost owners through registration of drivers (700) and vehicles (24,000);
- *Streamlining and informing*, mainly through making knowledge available to important partners and the public, and participating in various study groups;
- *Monitoring*, through realising a national database of stolen vehicles, making an inventory of perpetrator groups and possibly establishing a national team to combat vehicle theft with the contribution and support of police and Public Prosecutor.

The majority of the described activities will continue in the near future. Apart from structural activities, such as monitoring, knowledge management and the like, the focus will be on opportune thefts, organised crime, fraud and enforcement, detection and prosecution.

Good practices

Our informants in the Netherlands are involved in a wide range of activities with various public and private partners to prevent vehicle crime (see above). On the mentioned conference in Rome, the Netherlands reported two good practices¹³, namely:

- *Inspection after accident* to reduce the number of vehicles stolen to be ringed. Vehicles that have been damaged in an accident are often used for ringing: the identity (Vehicle identification number, VIN) of the damaged vehicle is transferred to a stolen similar vehicle in order to thwart the recovering of the stolen one.
- *Reduction of showroom burglary* by sending information about prevention to all car dealers in the Netherlands.

¹³ Information derived from the EUCPN conference *Good practices in Crime Prevention*, Book I (Rome, November 2003)

Inspection after accident was initiated by the Foundation for Tackling Vehicle Crime. The foundation co-operated with the Police and the Dutch registration authority. The interventions of the project consist of gathering information about heavily damaged cars, inspecting these vehicles after repair by the Dutch vehicle registration authority, making it impossible for a vehicle with a damage signal (the police put damage signals into the Dutch vehicle register) are sold to consumers without this inspection and of course stopping the ringing of stolen vehicles. Achieved results are: permanent information gathering about damaged vehicles, organised inspection on identity and a decreased number of ringed vehicles.

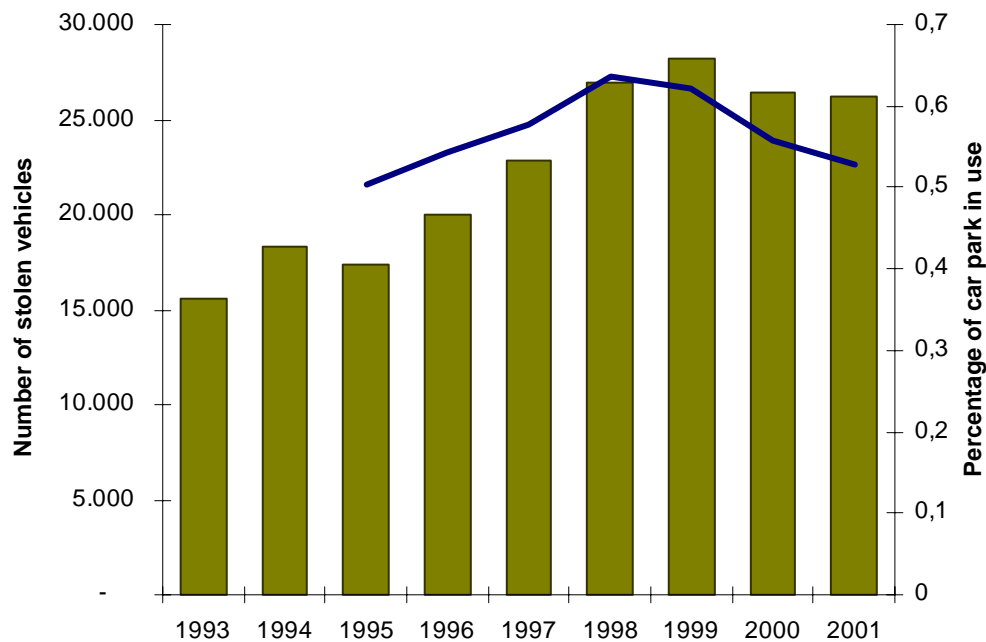
Reduction of showroom burglary aims to reduce the number of stolen vehicles from car dealers and showrooms by sending a booklet to all car dealers in the Netherlands. The booklet informed dealers about possible security measures in showrooms, for example physical obstacles to prevent the removal of cars and the use of certified safety installations. This project was set up by the already mentioned foundation. The foundation cooperated closely with the Dutch car dealers association and the association of insurance companies. This co-operation assured the quality of information in the booklet. The results of the project were positive: between 2000 and 2002 the car thefts from showrooms and car dealers dropped from 645 to 258. The foundation thinks that this project is replicable in other countries if the parties involved are willing to tackle the problem.

4.12 Portugal

4.12.1 Trends in vehicle theft

The number of stolen vehicles in Portugal increased throughout the nineties and has stabilised at the beginning of 2000 to around 25,000 vehicles (Graph 4.12, see chapter 13 of the appendices for detailed information). An average of 0.6% of the active car park is stolen each year. Compared with other EU Member States this number is below average.

Graph 4.12 Number of stolen vehicles in Portugal 1993-2001 and the number of stolen vehicles as a percentage of car park in use from 1995-2001



Source: WODC/European Sourcebook of Crime and Criminal Justice 2003 and Anfac

4.12.2 Policy on vehicle theft

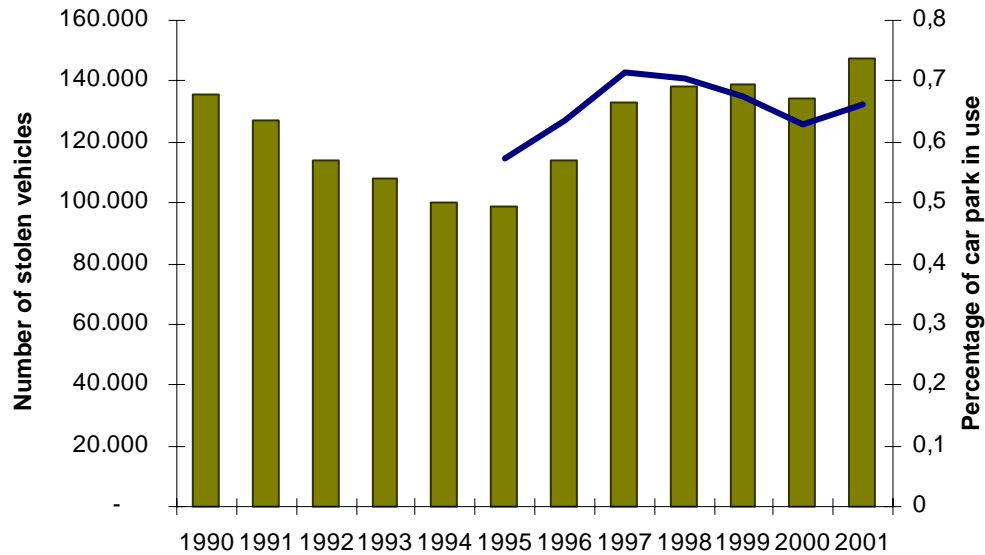
Our informants do not mention a specific policy or good practise concerning vehicle theft in Portugal. Our EUCPN contact person states that Portugal undertakes a general policy in preventing all sorts of crime, including vehicle theft. Local authorities are responsible for implementing this policy.

4.13 Spain

4.13.1 Trends in vehicle theft

The number of stolen vehicles has decreased in Spain since the beginning of the nineties until 1995. Since then the numbers have been rising up to 145,000 stolen vehicles in 2001 (Graph 4.13, see chapter 14 of the appendices for detailed information). This increase can not be fully explained by the change in registration that occurred in the late nineties. In this period the Basque Police integrated their statistics in the national Spanish registration. This addition adds an average of 5% to the number of stolen vehicles (Sourcebook, 1993).

Graph 4.13 Number of stolen vehicles in Spain 1990-2001 and the number of stolen vehicles as a percentage of car park in use from 1995-2001



Source: WODC/European Sourcebook of Crime and Criminal Justice 2003 and Anfac

4.13.2 Policy on vehicle theft

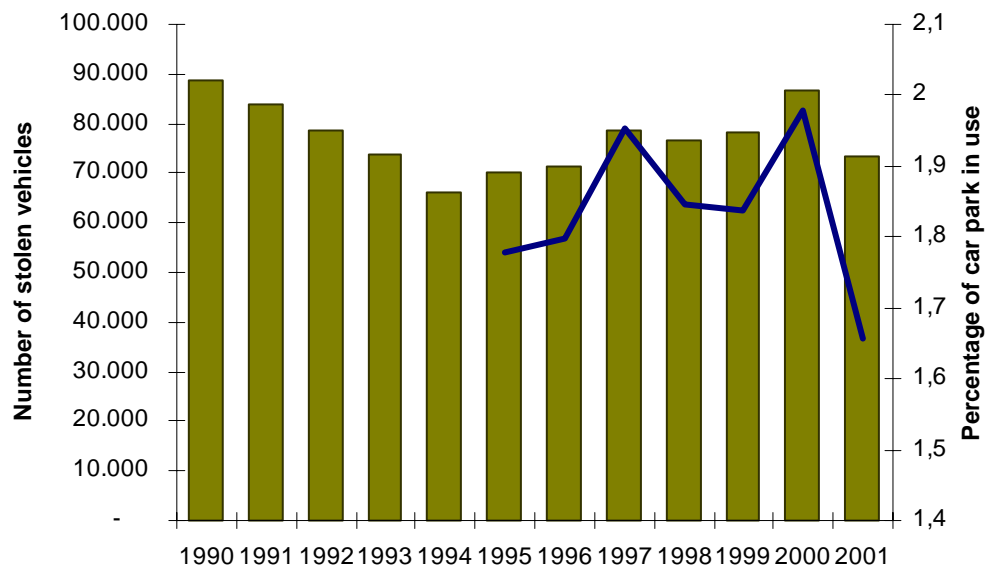
There is no information available about policies or good practices on the prevention or tackling of vehicle crime in Spain. We assume that there are no specific policies or good practises on vehicle theft in Spain.

4.14 Sweden

4.14.1 Trends in vehicle theft

The number of stolen vehicles has decreased in Sweden from 1990 to 1994. Since then the number has been fluctuating around 75,000 vehicles a year (Graph 4.14, see chapter 15 of the appendices for detailed information). An average of 1.8% of the active car park is stolen each year. This percentage is relatively high compared to other EU Member States.

Graph 4.14 Number of stolen vehicles in Sweden 1990-2001 and the number of stolen vehicles as a percentage of car park in use from 1995-2001



Source: WODC/European Sourcebook of Crime and Criminal Justice 2003 and Anfac

4.14.2 Policy on vehicle theft

The Swedish National Council for Crime Prevention is responsible for the policy of the government concerning vehicle theft. In 2002, this council presented a proposal for a national strategy to reduce car-related crime: the Swedish Car Crime Reduction Project.¹⁴

The project is carried out in co-operation with the National Police Board, The National Association of Insurers and The Swedish Association of Car Dealers and Service Shops. The project focuses on the local level and on situational prevention, accents which are derived from the Netherlands and the UK. The possibilities of a local focus are good, since the majority of Swedish local authorities have established a *local crime prevention council* or similar collaborative organisation. The project organisation consists of a steering group and five working groups:

- Local Follow-Up and Prognostic Procedure (LFPP)-Group: facilitates actors working at the local level through measures which aim for the improvement of local statistical prognoses of vehicle crime, distributed over the months of a year.

¹⁴ Information in this subsection is derived from *A National Strategy for the Reduction of Car Crime Progress Report No. 1*, January 2004.

- The Certification Group: this group will certificate parking lots that implement successful measures like surveillance, good lighting, the provision of information and limiting the number of entries and exits.
- The Positioning Group: the objective of this group is to study the possibilities of using technology for the automated reading of number plates and examining whether other positioning technologies (such as GPS, for example) might be successfully put to use in Sweden.
- Anti-Theft Devices Group: the focus of this group is to study the effects and consequences of the introduction of some form of compulsion regarding the installation of electronic anti-theft devices in cars not equipped with a standard device. The group also pays attention to the usage of steering wheel locks and devices that protect the car from break-ins.
- The Information Group: this group collects and disseminates information about examples of successful efforts to prevent car crime.

Good practice

The primary initiative of the *Landlords collaboration to promote obligatory use of steering wheel locks* was undertaken by the Local Crime Prevention Council (see above) of a district in Gothenburg, a large city in Sweden.¹⁵ Such a local council comprises amongst others representatives of the police, school, social services, the local authority, local businesses, shop owners and voluntary organisations. The driving forces behind the collaboration are the seven landlords who own the blocks of flats in this district; they invested money in the project. The goal of this project was to reduce car theft in the district by offering all residents the opportunity to borrow a steering wheel lock at no cost. If residents did not use this lock, they could lose their parking space. Police statistics showed that car crime decreased dramatically. Replication of this project by other countries is possible.

4.15 United Kingdom

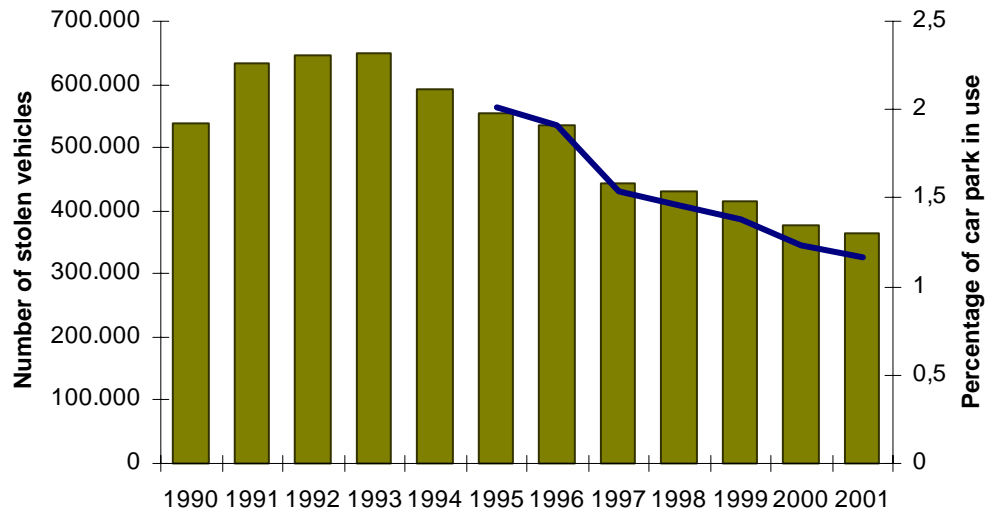
4.15.1 Trends in vehicle theft

The number of stolen vehicles in the United Kingdom decreased since the early nineties to an average of 400,000 vehicles a year (Graph 4.15, see chapter 16 of the appendices for detailed information). The percentage of cars stolen from the active car park each year

¹⁵ Information derived from the EUCPN conference *Good practices in Crime Prevention*, Book I (Rome, November 2003)

also decreased in this period. An average of 1.5% of the car park is stolen each year. Compared to other EU Member States this percentage is above average.

Graph 4.15 Number of stolen vehicles in the United Kingdom 1990-2001 and the number of stolen vehicles as a percentage of car park in use from 1995-2001



Source: WODC/European Sourcebook of Crime and Criminal Justice 2003 and Anfac

4.15.2 Policy on vehicle theft

The Home Office of the UK is responsible for the policy concerning crime prevention. The main activities are: national publicity, targeted publicity, persuasion of manufacturers and motorists to improve vehicle security, introduction of legislation (e.g. motor salvage operators regulations), promotion of security of car parks, encouragement of police to give priority to vehicle crime reduction and (although not strictly Home Office policy) modernisation of vehicle registration and licensing (MVRIB).

In 1999 the British government set up the Vehicle Crime Reduction Action Team (VCRAT) which has to develop and execute the Five Year Strategy in Tackling Vehicle Crime.¹⁶ The main goal is to meet the Government's target for reducing theft of and from vehicles by 30% over the five year period from 1999 to 2004 (measured by British Crime Survey, 2005). In the VCRAT police, manufacturers, insurers and motorists co-operate to introduce and develop a range of measures to prevent vehicle crime and to disrupt vehicle crime activity. The measures concentrate on (potential) victims and on interventions in (potentially) high risk situations in which vehicles could be stolen¹⁷. Of course it is

¹⁶ *Tackling Vehicle Crime: A Five Year Strategy*, Vehicle Crime Reduction Action Team, September 1999.

¹⁷ For example improving the safety in car parks or installing good lighting in street parking.

possible to identify measures which affect the (potential) offenders, such as proposals to decrease the ‘ringing’ of vehicles, but the application of these measures seem to be less frequent.

The VCRAT implement the mentioned publicity campaigns to raise motorists’ awareness, improves vehicle security measures, encourages police prioritisation of vehicle crime and shapes partnership activities with local authorities and voluntary and community sector. Our informant identifies two successful policies:

- the compulsory immobilisation of new cars (from October 1998) and
- the Secure Car Park Award Scheme. Car parks meeting the required standard of safety and prevention of vehicle crime through surveillance, lightning etc., are being certified.

Good practises

Both the *Metro centre Gateshead project* and the *Luton autolock project* aimed to reduce car crime in parking areas.¹⁸ The first project initiated a wide variety of measures on parking areas near a shopping/leisure centre, the second one sold steering wheel locks at an affordable price to residents of a deprived estate.

The *Metro centre Gateshead project* is set up by private businesses who manage the site, a private security team, the local police force, the local council authority and a retail branch organisation. All of them participated in the steering group and some of them had executive responsibilities. The aim of the project did not only include vehicle crime. Commercial robbery and lacking social integration were also problems to be targeted. Regarding car theft, the following activities and instruments have been applied: a police decoy vehicle, police surveillance sweeps, media broadcast of interventions, repainting car park stairwells, enclosing suspected offenders in car park, patrolling the stairwells, systematic/enhanced patrolling, enhanced surveillance facilitated by cameras, deterring shoplifters at the peak times for vehicle crime and the exclusion of persistent offenders. The steering group claims that the project experienced a significant reduction in vehicle crime ‘not related to the change in crime region wide’. Furthermore, the steering group states that the method of collecting information (steering group and usage of surveys), joint training and implementation of mobile surveillance equipment is easily replicable when private security teams, local business and police work intensely together.

The *Luton Autolock Project* is initiated by an association of tenants and residents in cooperation with the local police force and a local commercial business. The project aimed to reduce the number of vehicle thefts by selling steering wheel locks at an

¹⁸ Information derived from the EUCPN conference *Good practices in Crime Prevention*, Book I (Rome, November 2003)

affordable price to deprived citizens by the mentioned company. The police was involved by quick responding on offences and supplying statistics to facilitate the evaluation of the project. In 2003, the project was still going so final verification of the results of the project was not available. The project management thinks that the distribution of Autolocks to those from deprived social backgrounds can be replicated.

VEHICLE CRIME: NATIONAL EFFORTS AND EUROPEAN COOPERATION

5.1 Introduction

This chapter looks at the situation in the fifteen EU Member States surveyed as regards the extent of vehicle crime and the policies adopted to prevent it. We do this by comparing the findings of the fifteen separate EU Member States, however difficult this may be: there is little comparability between figures on vehicle crime because of methodological reasons. It also has to be said that the majority of those Member States are developing little if any specific policy. We note, lastly, that the questions we put to national experts in those Member States revealed hardly any *new* examples of good practices over and above those discussed at the working conference in Rome (2003).

The *added value* of this study is that it provides an accessible overview:

- an overview of the figures available,
- an account of the obstacles policy-makers face when using these figures, and
- a review of policy efforts over the past few years.

Below we summarize the major findings as regards statistical trends and policy efforts (5.2 and 5.3). We conclude with a brief discussion of the importance of the findings to efforts at European level (5.4).

5.2 Statistical trends

From the early 1980s until the first half of the 1990s the number of vehicle thefts rose sharply in most EU Member States, apparently stabilising somewhat in the 1990s. There are substantial differences between the Member States: vehicle theft is common in the United Kingdom and France, whereas the figures are lower in countries such as Austria, Germany and the Netherlands.

From the survey carried out for this research project it is hard to give clear-cut findings on the scale of the problem, trends and differences between the fifteen Member States. The figures cannot be compared between the various countries, as they apply different definitions of the essential variables (what kinds of vehicles are counted, what kinds of offences are recorded, whether all reports to the police are counted).

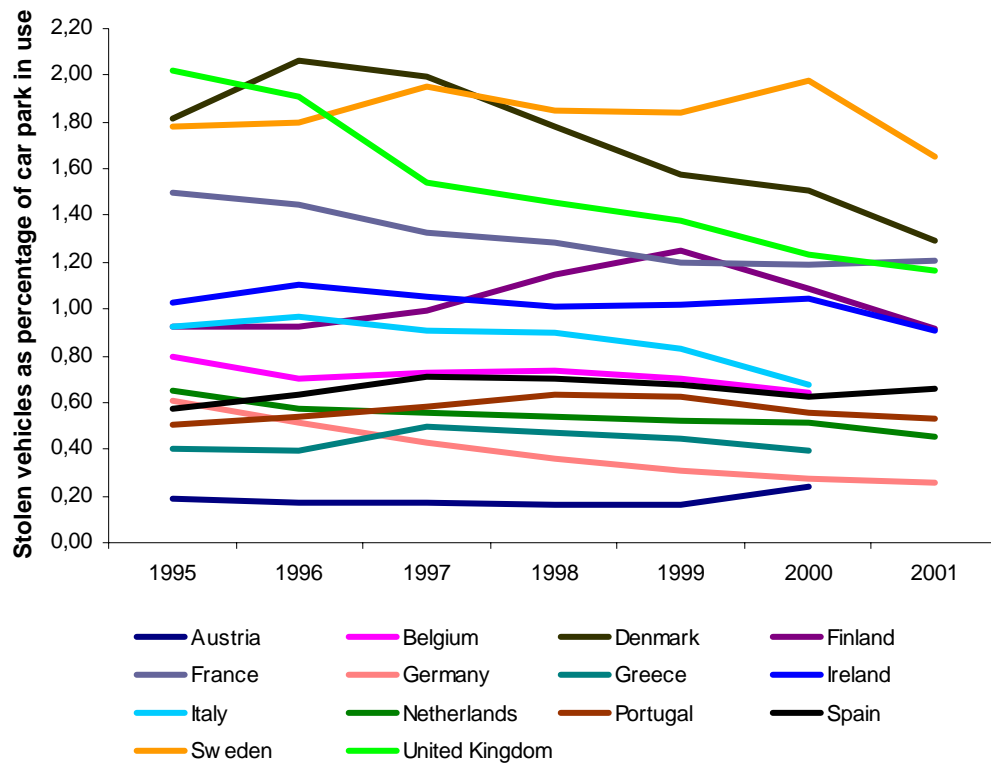
This problem is largely due to the fact that many countries record figures not so much in support of policy to prevent or combat vehicle crime¹⁹ as for the operational purposes of e.g. the police, the tax authorities or the insurance industry.²⁰ The statistics are therefore of little use when it comes to assessing the various countries' policies. Therefore we have not attempted to prove a relationship between statistical trends and policies, or compare trends between countries. However, with the available data a comparison of the percentage of the active car park that is stolen each year is possible.²¹ Graph 5.1 shows that car owners in the United Kingdom, Denmark, Sweden and France have a greater risk of becoming a victim of vehicle theft than car owners in Austria, Greece, Portugal and Spain.

Graph 5.1 Percentage of car park stolen in the EU Member States from 1995 to 2001 (see table 17.5)

¹⁹ As the next section will show, only a small number of countries (Britain, the Netherlands, Germany, Belgium and Sweden) are developing policies specifically targeted at vehicle crime (or aspects of it).

²⁰ Again see European Sourcebook of Crime and Criminal Justice Statistics (2003), p. 19.

²¹ While the number of stolen vehicles is controlled by the amount of cars in use, the accuracy of the figures differs for each country.

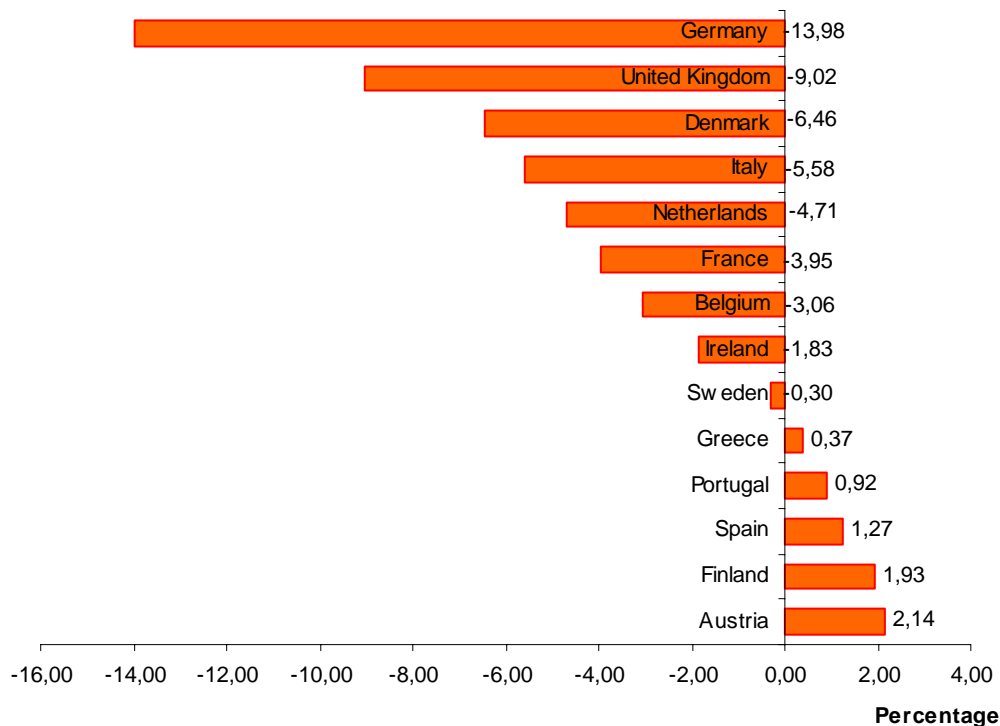


These trend lines *only give an indication* of the seriousness of the car theft problem in the EU Member States. However, variables like the percentage of cars that are recovered or the period of time that elapses between reporting the car stolen and recovering the vehicle can give a very different view on the subject.

Graph 5.2 shows that Germany, the United Kingdom and Denmark, the countries with the highest percentage of the car park stolen each year, are also the countries with the highest decrease in stolen vehicles over the years 1995 to 2001. Austria, Spain and Portugal, countries with the lowest percentage of stolen vehicles, show an increase over the years. Solely looking at this graph the conclusion arises that countries confronted with a serious vehicle crime problem will implement policies or measurements to tackle the problems, while countries without an extensive vehicle crime problem have no incentive to take action.²² Improvement of the reliability and comparability of statistics will make it possible to prove this relationship between implemented policies and a decrease in stolen vehicles.

²² It is possible that changes in the method of data collection or registering offences effect the decrease or increase of the annual change in the percentage of stolen vehicles from the active car park.

Graph 5.2 Annual change in percentage of car park stolen in EU Member States from 1995 to 2001 (see table 17.5)



For more detailed information about statistics of the individual EU Member States, both from the European Sourcebook of Crime and Criminal Justice Statistics 2003 and provided by representatives from the EU Member States, the reader can view the chapters 1 through 18 of the appendices.

5.3 Policy

National efforts

Our survey only enables us to note that Great Britain, the Netherlands, Belgium, Germany and Sweden are developing national policies specifically designed to prevent and reduce vehicle crime.²³ The subject has been on the policy agenda there since about 1995. The policy is targeted mainly at victims/potential victims and high-risk situations and to a lesser extent at tackling offenders/potential offenders.

Policy and good practice targeted at *victims* and *situations* covers such things as proper education of car owners, accessible and interchangeable registration of cars (registration

²³ All the other countries do of course have policies to prevent crime in general. Some countries (see Chapter 4) have set up projects on particular aspects of preventing vehicle theft.

documents) and drivers (driving licences), a variety of forms of technical prevention (vehicle location systems, electronic immobilisers, steering wheel and door locks) and car park surveillance and lighting. Some examples of good practice in various countries (see Chapter 4) relate to tackling *offenders*, e.g. using undercover agents and decoy vehicles (Austria), special investigation teams (the Netherlands) and policy to combat registration document fraud and discourage fencing of stolen cars (again a Dutch policy, but also a joint venture of the EUCARIS countries.).²⁴

The Netherlands is the only country that has set up a special body to prevent and combat vehicle crime (the Foundation for Tackling Vehicle Crime, AVc), a public/private funded partnership between the government, the police, insurance companies and the car industry. Great Britain and Sweden do not have special organizations but project teams, also involving both public and private partners, the Vehicle Crime Reduction Action Team (Great Britain) and the Swedish Car Crime Reduction Project. In Belgium special activities to prevent vehicle crime are undertaken by a regular government department and in Germany by the police.²⁵

On top of this, the Netherlands, Sweden, Great Britain, Germany and France have organizations set up by the insurance companies in the fight against vehicle theft.²⁶ These are part of the broad-based approach to vehicle crime by public and private bodies in those countries.

None of the other countries see vehicle crime as a particular priority for the government/police, but they do have experience of special projects to prevent it (see Chapter 4). Policy there is decidedly a local operational matter, with the police bearing primary responsibility.

European cooperation

Since 2001 European cooperation on policy to prevent and combat vehicle crime has been supported by the EUCPN, an organization that above all disseminates knowledge and experience of policies among the various Member States and that has named vehicle crime as one of its priority areas.

Particularly important operationally are the various databases and the extent to which countries use them and contribute to them. These back up the investigation work of the

²⁴ For EUCARIS see later in this section.

²⁵ Belgium: Vast Secretariaat voor het Preventiebeleid (part of the Federal State Service National Affairs).
Germany: Bundeskriminalamt.

²⁶ Netherlands: VAR; Sweden: Larmtjanst; France: Argos; Great Britain: MIAFTR; and Germany: VDS.

police, customs authorities and registration authorities at the EU's internal and external borders (national frontiers, sea ports).

The main databases are:

- The Schengen Information System (SIS): a register of missing and wanted persons and vehicles; 13 of the 15 EU Member States surveyed are members (all except Great Britain and Ireland); this system can only be accessed by the police.
- EUCARIS: a protocol for exchanging vehicle and driving licence data among the member countries; 8 of the 15 Member States surveyed use it (France, Spain, Portugal, Austria, Denmark and Greece are not members); in most countries the registration authority allows the police and customs authorities access to the data.
- The ASF (Automated Search Facility)/Stolen Motor Vehicle System (Interpol): an information system run by national police forces containing data on suspected persons and stolen vehicles; like the SIS, this facility is only available to the police.

Lastly, we should mention the European Vehicle Identification Database (EuVID, Europol). This is a comprehensive information system describing a large proportion of the cars manufactured for European countries, based on large numbers of identifying characteristics.²⁷ It is not a register of individual vehicles but a reference work that assists the police and the judicial authorities to identify vehicles that have been recovered (which are often damaged). This is useful when identification components have been changed by criminal organizations to prevent the stolen car being correctly identified.

A major obstacle to successful prevention is the limited access to these sources: the judicial information is only available to the police, not the vehicle registration authorities. If the latter had access to the information in the SIS or ASF, any sales of stolen cars could be detected at an early stage.²⁸

Good practice

In addition to information on the scale of vehicle theft, information on the efficacy of measures is essential to policy-making. In this respect there are substantial differences between countries. The Anglo-Saxon-oriented countries place strong emphasis on measuring effects (quantitative results), whereas evaluations in some other countries have traditionally stressed the process of cooperation and the relationship with sections of the population. Exchange of knowledge on measures that are effective or promising (*good*

²⁷ A CD-ROM has been developed by Germany, available in English, French, German, Spanish and Italian.

²⁸ Meanwhile there is a proposal before the EU (2003/0198 [COD], 21/08/2003) to make this information from the SIS available to the registration authorities. (The ASF [Interpol] does not fall within the EU's powers.)

practice) is hampered by these differing evaluation cultures. Nonetheless, some examples of good practice by the various Member States were mentioned at the EUCPN conference in Rome. In this area the EUCPN has made a step forward by providing a format for describing good practice.²⁹

The material collected for this study revealed hardly any *new* examples of good practice. At present it seems to be the technical prevention measures (electronic immobilisers, car and steering wheel locks) that are most successful in combating car theft. Electronic immobilisers have been compulsorily fitted to new cars since 1998 under EU legislation; in this respect older cars - nowadays cars last longer and longer - are still a soft target for criminals. Apart from technical measures, the national experts we consulted stressed the success and potential of information sources such as the ASF, EUCARIS, SIS and EuVID in tracking down cars and persons suspected of car theft or fraud.

²⁹ The Five I's framework: Intelligence, Intervention, Implementation, Involvement, Impact.

5.4 European policy: obstacles, successes, opportunities

Obstacles

This fact-finding study showed that a small number of countries are working hard to prevent and combat vehicle theft, but the majority of the fifteen EU Member States surveyed do not attach particularly high priority to combating this type of crime. It goes without saying that countries where vehicle theft is relatively uncommon are less interested in making extensive efforts.

It is also possible that there are Member States that do suffer considerable damage from vehicle crime but do not undertake major efforts: it may be that they see more future in combating organized crime in general, in the belief that this will also tackle vehicle crime.

The fact that many Member States are not developing many policies specifically targeted at vehicle crime would not be a problem if this crime did not have international repercussions. The essence of a large proportion of it, however, is that it does indeed cross borders: cars are stolen in one country, passed through other countries, and may be sold in yet another country, with or without a false identity. A major obstacle to developing a European policy, however, is the legal structure of the European Union: policies on Justice and Internal Security are decided *nationally*, based on domestic priorities, as these two areas fall under the heading of the third ‘pillar’ of the European Union (see table 5.1).

Table 5.1 The three pillars of the European Union

EUROPEAN UNION		
First Pillar	Second Pillar	Third Pillar
<i>European Communities</i>	<i>Common Foreign and Security Policy</i>	<i>Cooperation on Internal Security and Justice</i>
Internal market Agriculture policy Trade policy Consumer protection Health care Social policy Etc.	Maintaining law and order Human rights Democracy Disarmament Etc.	Judicial cooperation Police cooperation Combating drugs and arms trafficking Combating organized crime Combating terrorism Etc.

This means that the EU’s powers are subordinate to the legislation of the Member States, unlike in the case of the first pillar, where EU powers have precedence over those of the individual Member States. In a word, policy-makers with European aspirations will have

to make allowance for Member States which see other problems as having priority. Thus European treaties or decisions in the area of Justice or Security can be obstructed by the politics of a single Member State.

A second important obstacle has to do with statistics. The available national data are not appropriate for comparative statistical analyses or for proving a (causal) relationship between trend changes and implemented policies. The efforts of the European Sourcebook of Crime and Criminal Justice is a step in the right direction, but further progress is needed to provide policy makers with more solid data concerning vehicle theft.

However, this is a difficult task because of the differences in, for example, legal systems of the different countries. The extension of countries which participate in the International Crime Victimization Survey (ICVS), could be an important first step forward for a more international adjusted policy in the prevention of vehicle crime.

Successes

Notwithstanding the obstacles to the development of a European policy presented by the national priorities of fifteen or more Member States, successes have been achieved in the area of European cooperation, one example being the EU Directive on fitting electronic immobilisers to new cars. Another is the EU Directive on vehicle registration documents, which lays down measures (e.g. inspection of documents, and requesting data from the country of origin) that help prevent fraud involving vehicles going from one EU country to another. Lastly, progress has been made with the use of national databases—the most striking example being the use of EUCARIS for investigation purposes (see also Opportunities below).

Opportunities

The success of EUCARIS may be extended: there are proposals, for instance, to create facilities for vehicle registration authorities to access police files (SIS, ASF), which, as already mentioned, would provide an early warning system on the trade in stolen cars.

This brief survey further suggests that not only does policy differ among the fifteen Member States, so does the nature of the problem. In countries such as Finland, Denmark and Sweden, proportionately fewer cars seem to be stolen in connection with the illegal car trade than in Germany. For countries such as Belgium and the Netherlands, where the sea ports of Rotterdam and Antwerp are major transit ports, working together with countries outside the EU ('third countries'—e.g. in the area of exchange of information) makes more sense than for Austria, Denmark or Luxembourg. The seriousness of organized crime also differs from one country to another. While it is true that vehicle crime is a cross border problem, the question is whether it lends itself to an approach

agreed among *all* the Member States, as not all countries see the nature and seriousness of the problem in the same light.

The obstacles to developing a *European-wide* policy specifically targeted at vehicle crime, however, also provide opportunities. It would be worthwhile, for instance, to look into whether cooperation between just a few countries—e.g. along a transit route for stolen cars (say from the Netherlands and Germany to Eastern Europe and Russia, or from Eastern Europe to Greece)—or cooperation on certain aspects of vehicle crime (e.g. registration document fraud) might not be brought about faster and more efficiently than a policy agreed between fifteen or more Member States. One example is the cooperation between the Dutch, Belgian and British port authorities and the plans to set up similar schemes in countries around the Baltic (the Baltic States) or the Mediterranean.

APPENDICES

1 RESPONDENTS

Respondents for statistical information

Austria	Rupert Sprinzl – Bundesministerium für Inneres, Bundeskriminalamt Interpol
Belgium	Gerard Christoph – Federal Police
Denmark	Henning Maigaard – The Danish Crime Prevention Council
Finland	Jorma Kallio – Statistics Finland
France	Jean-Philippe Berillion – Direction Générale de la Gendarmerie Nationale
Greece	Emeritus Professor Calliope D. Spinellis – National representative EUCPN
Luxembourg	Marie-Jeanne Difino - Ministère de l'Intérieur
Netherlands	Werner Postma – Foundation for Tackling Vehicle Crime
Portugal	Paulo Gomes – Polícia de Segurana Pública
Sweden	Lina Anderson – National Council for Crime Prevention
United Kingdom	Colin Petter and Jacqui Howley – Home Office Vehicle Crime Reduction Section

Respondents for policy information

Austria	Rupert Sprinzl – Bundesministerium für Inneres, Bundeskriminalamt Interpol
Belgium	Bert Vermeulen – Federale Overheidsdienst Justitie, dienst voor strafrechtelijk beleid
Denmark	Henning Maigaard – The Danish Crime Prevention Council
Finland	Hannu Takala – National Council for Crime Prevention
France	Jean-Philippe Berillion – Direction Générale de la Gendarmerie Nationale
Germany	Rolf Stumpf – Bundeskriminalamt BKA Interpol
Greece	Emeritus Professor Calliope D. Spinellis – National representative EUCPN
Netherlands	Werner Postma – Foundation for Tackling Vehicle Crime
Portugal	Paulo Gomes – Polícia de Segurana Pública
Sweden	Lina Anderson – National Council for Crime Prevention
United Kingdom	Jacqui Howley – Home Office Vehicle Crime Reduction Section

2 STATISTICS FOR AUSTRIA

Table 2.1 Number of stolen vehicles in Austria, active car park x1000 and stolen vehicles as a percentage of the active car park, presented in actual numbers and index numbers

	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
Number of stolen vehicles	9,078	8,577	9,100	8,593	8,130	7,514	7,015	7,043	6,972	6,992	10,541			
Active car park x1000						3,906	4,007	4,107	4,222	4,355	4,452	4,542		
Index numbers of stolen vehicles from 1990	100	94	100	95	90	83	77	78	77	77	116			
Index numbers of stolen vehicles from 1995						100	93	94	93	93	140			
Stolen vehicles as a percentage of active car park from 1995						0.19	0.18	0.17	0.17	0.16	0.24			
Index numbers of stolen vehicles as a percentage of active car park from 1995						100	91	89	86	83	123			

Source: WODC/European Sourcebook of Crime and Criminal Justice Statistics 2003 and Anfac

Table 2.2 Active car park x1000 in Austria from 1997 to 2002, number of stolen vehicles, number of stolen passenger cars, number of stolen light commercial vehicles (<3.5 tonnes), number of recovered vehicles, number of recovered passenger cars, number of recovered light commercial vehicles (<3.5 tonnes)

	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
Active car park x1000													4,000	
Number of stolen vehicles								7,011	6,314	6,275	6,235	5,623	5,099	
Number of stolen passenger cars								4,481	3,979	3,893	3,701	3,331	2,757	
Number of stolen light commercial vehicles (< 3.5 tonnes)								313	242	253	245	199	204	
Number of recovered vehicles								3,188	2,899	2,965	2,999	2,483	2,406	
Number of recovered passenger cars								1,568	1,468	1,544	1,431	1,328	1,129	
Number of recovered light commercial vehicles (<3.5 tonnes)								148	132	131	147	108	114	

Source: Bundesministerium für Inneres – Bundeskriminalamt - Interpol

3 STATISTICS FOR BELGIUM

Table 3.1 Number of stolen vehicles in Belgium, active car park x1000 and stolen vehicles as a percentage of the active car park, presented in actual numbers and index numbers

	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
Number of stolen vehicles					32,806	37,603	33,598	35,242	36,555	35,780	33,395			
Active car park x1000						4,699	4,782	4,846	4,975	5,093	5,197	5,275		
Index numbers of stolen vehicles from 1990					100	115	102	107	111	109	102			
Index numbers of stolen vehicles from 1995						100	89	94	97	95	89			
Stolen vehicles as a percentage of active car park from 1995					0.80	0.70	0.73	0.73	0.70	0.64				
Index numbers of stolen vehicles as a percentage of active car park from 1995						100	88	91	92	88	80			

Source: WODC/European Sourcebook of Crime and Criminal Justice Statistics 2003 and Anfac

Table 3.2 Number of stolen vehicles an number of recovered vehicles in Belgium from 2000 to 2002

	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
Number of stolen vehicles											29,653	27,569	29,140	
Number of recovered vehicles											18,435	16,055	14,667	

Source: Federal Police Belgium

4 STATISTICS FOR DENMARK

Table 4.1 Number of stolen vehicles in Denmark, active car park x1000 and stolen vehicles as a percentage of the active car park, presented in actual numbers and index numbers

	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
Number of stolen vehicles	42,697	42,946	44,496	35,696	35,601	36,737	43,187	42,701	38,871	35,195	33,730	29,464		
Active car park x1000						2,027	2,093	2,143	2,188	2,229	2,237	2,277		
Index numbers of stolen vehicles from 1990	100	101	104	84	83	86	101	100	91	82	79	69		
Index numbers of stolen vehicles from 1995						100	118	116	106	96	92	80		
Stolen vehicles as a percentage of active car park from 1995						1.81	2.06	1.99	1.78	1.58	1.51	1.29		
Index numbers of stolen vehicles as a percentage of active car park from 1995						100	114	110	98	87	83	71		

Source: WODC/European Sourcebook of Crime and Criminal Justice Statistics 2003 and Anfac

Table 4.1 Number of stolen vehicles in Denmark from 1990 to 2003

	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
Number of stolen vehicles	29,160	29,892	31,869	34,652	34,439	35,661	41,950	41,281	37,583	33,950	32,235	28,165	27,698	23,742
Source:														

Danmark

Statistik

5 STATISTICS FOR FINLAND

Table 5.1 Number of stolen vehicles in Finland, active car park x1000 and stolen vehicles as a percentage of the active car park, presented in actual numbers and index numbers

	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
Number of stolen vehicles	18,233	22,237	23,781	21,059	21,043	19,772	20,261	22,015	26,404	29,611	26,391	22,583		
Active car park x1000						2,148	2,196	2,211	2,298	2,372	2,432	2,465		
Index numbers of stolen vehicles from 1990	100	122	130	115	115	108	111	121	145	162	145	124		
Index numbers of stolen vehicles from 1995						100	102	111	134	150	133	114		
Stolen vehicles as a percentage of active car park from 1995						0.92	0.92	1.00	1.15	1.25	1.09	0.92		
Index numbers of stolen vehicles as a percentage of active car park from 1995						100	100	108	125	136	118	100		

Source: WODC/European Sourcebook of Crime and Criminal Justice Statistics 2003 and Anfac

Table 5.2 Number of stolen vehicles and active car park x1000 in Finland from 1990 to 2001, households/persons victimized by vehicle theft and percentage 'theft of car/vehicle' reported to the police derived from victimisation survey 1997

	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
Number of stolen vehicles	18,233	22,237	23,781	21,059	21,043	19,772	20,261	22,015	26,404	29,611	26,391	22,583		
Active car park x1000	2,233	2,218	2,231	2,156	2,151	2,181	2,229	2,242	2,329	2,403	2,466	2,499		
Households/persons victimized by vehicle theft									12,065					
Percentage 'theft of car/vehicle' reported to the police									96.5					

Source: Statistics Finland

6 STATISTICS FOR FRANCE

Table 6.1 Number of stolen vehicles in France, active car park x1000 and stolen vehicles as a percentage of the active car park, presented in actual numbers and index numbers

	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
Number of stolen vehicles	433,494	475,908	504,939	506,888	484,179	453,525	443,767	417,360	415,930	395,947	401,057	418,983		
Active car park x1000						30,319	30,755	31,470	32,310	33,089	33,813	34,597		
Index numbers of stolen vehicles from 1990	100	110	116	117	112	105	102	96	96	91	93	97		
Index numbers of stolen vehicles from 1995						100	98	92	92	87	88	92		
Stolen vehicles as a percentage of active car park from 1995						1.50	1.44	1.33	1.29	1.20	1.19	1.21		
Index numbers of stolen vehicles as a percentage of active car park from 1995						100	96	89	86	80	79	81		

Source: WODC/European Sourcebook of Crime and Criminal Justice Statistics 2003 and Anfac

Table 6.2 Number of stolen vehicles with four wheels in France from 1999 to 2003

	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
Number of stolen vehicles with four wheels											224,198	238,514	254,204	230,974 190,262

Source: Direction générale de la gendarmerie nationale

7 STATISTICS FOR GERMANY

Table 7.1 Number of stolen vehicles in Germany, active car park x1000 and stolen vehicles as a percentage of the active car park, presented in actual numbers and index numbers

	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
Number of stolen vehicles	106,973	157,736	239,316	276,745	272,357	262,620	225,787	190,585	162,518	140,636	127,750	121,533		
Active car park x1000						43,300	43,953	44,384	44,741	45,499	47,135	47,797		
Index numbers of stolen vehicles from 1990	100	147	224	259	255	246	211	178	152	131	119	114		
Index numbers of stolen vehicles from 1995						100	86	73	62	54	49	46		
Stolen vehicles as a percentage of active car park from 1995						0.61	0.51	0.43	0.36	0.31	0.27	0.25		
Index numbers of stolen vehicles as a percentage of active car park from 1995						100	85	71	60	51	45	42		

Source: WODC/European Sourcebook of Crime and Criminal Justice Statistics 2003 and Anfac

8 STATISTICS FOR GREECE

Table 8.1 Number of stolen vehicles in Greece, active car park x1000 and stolen vehicles as a percentage of the active car park, presented in actual numbers and index numbers

	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
Number of stolen vehicles	6,845	8,653	8,535	9,660	10,289	12,678	12,498	16,555	16,816	17,091	16,550			
Active car park x1000						3,128	3,152	3,354	3,559	3,842	4,225	4,492		
Index numbers of stolen vehicles from 1990	100	126	125	141	150	185	183	242	246	250	242			
Index numbers of stolen vehicles from 1995						100	99	131	133	135	131			
Stolen vehicles as a percentage of active car park from 1995						0.41	0.40	0.49	0.47	0.44	0.39			
Index numbers of stolen vehicles as a percentage of active car park from 1995						100	98	122	117	110	97			

Source: WODC/European Sourcebook of Crime and Criminal Justice Statistics 2003 and Anfac

Table 8.2 Number of stolen and recovered private vehicles in Greece from 1998 to 2003

	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
Stolen private cars									8,018	7,610	5,585	5,700	5,385	5,865
Recovered private cars									3,941	3,930	3,206	2,822	3,042	3,266

Source: Emeritus Professor Mrs. Calliope D. Spinellis, National Representative EUCPN Greece

9 STATISTICS FOR IRELAND

Table 9.1 Number of stolen vehicles in Ireland, active car park x1000 and stolen vehicles as a percentage of the active car park, presented in actual numbers and index numbers

	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
Number of stolen vehicles	12,182	11,570	12,072	13,244	12,039	11,754	13,405	13,589	13,793	14,851	15,964	14,533		
Active car park x1000						1,146	1,211	1,293	1,368	1,461	1,525	1,604		
Index numbers of stolen vehicles from 1990	100	95	99	109	99	96	110	112	113	122	131	119		
Index numbers of stolen vehicles from 1995						100	114	116	117	126	136	124		
Stolen vehicles as a percentage of active car park from 1995						1.03	1.11	1.05	1.01	1.02	1.05	0.91		
Index numbers of stolen vehicles as a percentage of active car park from 1995						100	108	102	98	99	102	88		

Source: WODC/European Sourcebook of Crime and Criminal Justice Statistics 2003 and Anfac

10 STATISTICS FOR ITALY

Table 10.1 Number of stolen vehicles in Italy, active car park x1000 and stolen vehicles as a percentage of the active car park, presented in actual numbers and index numbers

	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
Number of stolen vehicles	313,400	366,818	325,196	311,256	302,490	305,438	317,897	301,233	309,113	294,726	243,890			
Active car park x1000						33,165	32,957	33,297	34,327	35,452	36,165	36,995		
Index numbers of stolen vehicles from 1990	100	117	104	99	97	97	101	96	99	94	78			
Index numbers of stolen vehicles from 1995						100	104	99	101	96	80			
Stolen vehicles as a percentage of active car park from 1995						0.92	0.96	0.90	0.90	0.83	0.67			
Index numbers of stolen vehicles as a percentage of active car park from 1995						100	105	98	98	90	73			

Source: WODC/European Sourcebook of Crime and Criminal Justice Statistics 2003 and Anfac

11 STATISTICS FOR LUXEMBOURG

Table 11.1 Number of stolen vehicles in Luxembourg, active car park x1000 and stolen vehicles as a percentage of the active car park, presented in actual numbers and index numbers

	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
Number of stolen vehicles	489	655	946	1,145	898	1,196	819	675	655	626	542			
Active car park x1000						--	--	--	--	--	--	--		
Index numbers of stolen vehicles from 1990	100	134	193	234	184	245	167	138	134	128	111			
Index numbers of stolen vehicles from 1995						100	68	56	55	52	45			
Stolen vehicles as a percentage of active car park from 1995						--	--	--	--	--	--			
Index numbers of stolen vehicles as a percentage of active car park from 1995						--	--	--	--	--	--			

Source: WODC/European Sourcebook of Crime and Criminal Justice Statistics 2003 and Anfac

Table 11.2 Number of stolen passenger cars in Luxembourg from 2001 to 2003

	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
Number of stolen passenger cars												3,886	3,613	3,754

Source: Ministère de l'Intérieur

12 STATISTICS FOR THE NETHERLANDS

Table 12.1 Number of stolen vehicles in the Netherlands, active car park x1000 and stolen vehicles as a percentage of the active car park, presented in actual numbers and index numbers

	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
Number of stolen vehicles	49,814	60,107	66,873	44,044	46,045	40,902	36,772	37,309	37,408	37,831	38,320	35,037		
Active car park x1000						6,313	6,435	6,670	6,927	7,226	7,489	7,706		
Index numbers of stolen vehicles from 1990	100	121	134	88	92	82	74	75	75	76	77	70		
Index numbers of stolen vehicles from 1995						100	90	91	91	92	94	86		
Stolen vehicles as a percentage of active car park from 1995						0.65	0.57	0.56	0.54	0.52	0.51	0.45		
Index numbers of stolen vehicles as a percentage of active car park from 1995						100	88	86	83	81	79	70		

Source: WODC/European Sourcebook of Crime and Criminal Justice Statistics 2003 and Anfac

Table 12.2 Active car park x1000, estimated percentage of stolen vehicles reported, number of stolen vehicles, number of stolen passenger cars, number of stolen light commercial vehicles, number of recovered vehicles, number of recovered passenger cars and number of recovered light commercial vehicles in the Netherlands from 1990 to 2002

	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
Active car park x1000	5,800	5,929	6,027	6,206	6,387	6,529	6,645	6,859	7,043	7,319	7,641	7,927	8,168	
Percentage of stolen vehicles reported (estimate)	95	95	95	95	95	100	100	100	100	100	100	100	100	
Number of stolen vehicles	7,028	9,193	9,836	11,520	25,008	32,802	29,849	30,520	30,076	30,607	32,346	29,707	30,785	
Number of stolen passenger cars	5,035	6,806	6,958	7,904	19,650	26,438	23,614	24,018	23,605	24,138	25,187	23,090	23,379	
Number of stolen light commercial vehicles (< 3.5 tonnes)	658	828	1,001	1,399	2,514	2,809	2,700	2,857	3,172	3,459	3,934	3,650	4,306	
Number of recovered vehicles						21,256	18,924	19,075	18,948	19,313	18,728	17,795	18,471	
Number of recovered passenger cars						18,824	16,719	16,837	16,688	17,041	16,573	15,586	15,898	
Number of recovered light commercial vehicles (<3.5 tonnes)						1,559	1,323	1,334	1,450	1,553	1,487	1,478	1,701	

Source: Foundation for Tackling Vehicle Crime (AVc)

13 STATISTICS FOR PORTUGAL

Table 13.1 Number of stolen vehicles in Portugal, active car park x1000 and stolen vehicles as a percentage of the active car park, presented in actual numbers and index numbers

	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
Number of stolen vehicles				15,542	18,340	17,334	19,999	22,792	26,965	28,163	26,428	26,162		
Active car park x1000						3,439	3,681	3,944	4,235	4,536	4,750	4,957		
Index numbers of stolen vehicles from 1990				100	118	112	129	147	173	181	170	168		
Index numbers of stolen vehicles from 1995						100	115	131	156	162	152	151		
Stolen vehicles as a percentage of active car park from 1995						0.50	0.54	0.58	0.64	0.62	0.56	0.53		
Index numbers of stolen vehicles as a percentage of active car park from 1995						100	108	115	126	123	110	105		

Source: WODC/European Sourcebook of Crime and Criminal Justice Statistics 2003 and Anfac

Table 13.2 Number of stolen and recovered vehicles in Portugal from 1998 to 2003

	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
Number of stolen passenger cars									10,596	10,593	10,875	11,064	12,878	13,010
Number of recovered passenger cars									6,489	7,177	7,094	6,237	2,508	7,647

Source: Policia de Seguranca Pública

14 STATISTICS FOR SPAIN

Table 14.1 Number of stolen vehicles in Spain, active car park x1000 and stolen vehicles as a percentage of the active car park, presented in actual numbers and index numbers

	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
Number of stolen vehicles	135,559	127,035	113,794	107,698	99,768	98,847	113,916	133,330	138,075	138,961	134,584	147,441		
Active car park x1000						17,284	17,943	18,657	19,612	20,636	21,427	22,312		
Index numbers of stolen vehicles from 1990	100	94	84	79	74	73	84	98	102	103	99	109		
Index numbers of stolen vehicles from 1995						100	115	135	140	141	136	149		
Stolen vehicles as a percentage of active car park from 1995						0.57	0.63	0.71	0.70	0.67	0.63	0.66		
Index numbers of stolen vehicles as a percentage of active car park from 1995						100	111	125	123	118	110	116		

Source: WODC/European Sourcebook of Crime and Criminal Justice Statistics 2003 and Anfac

15 STATISTICS FOR SWEDEN

Table 15.1 Number of stolen vehicles in Sweden, active car park x1000 and stolen vehicles as a percentage of the active car park, presented in actual numbers and index numbers

	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
Number of stolen vehicles	88,687	83,855	78,685	73,782	66,234	70,299	71,567	78,826	76,495	78,216	86,820	73,309		
Active car park x1000						3,953	3,981	4,037	4,144	4,259	4,387	4,428		
Index numbers of stolen vehicles from 1990	100	95	89	83	75	79	81	89	86	88	98	83		
Index numbers of stolen vehicles from 1995						100	102	112	109	111	124	104		
Stolen vehicles as a percentage of active car park from 1995						1.78	1.80	1.95	1.85	1.84	1.98	1.66		
Index numbers of stolen vehicles as a percentage of active car park from 1995						100	101	110	104	103	111	93		

Source: WODC/European Sourcebook of Crime and Criminal Justice Statistics 2003 and Anfac

Table 15.2 Active car park x1000, number of stolen vehicles, number of stolen passenger cars, number of recovered passenger cars, estimated percentage of stolen vehicles reported, percentage of motorboats from number of vehicles in use and percentage of motorboats from number of stolen vehicles in Sweden from 1990 to 2003

	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
Active car park x1000	5,068	5,112	5,089	5,069	5,109	5,165	5,224	5,291	5,418	5,566	5,730	5,815	5,904	5,985
Number of stolen vehicles	64,239	61,819	58,856	55,434	49,795	53,082	54,652	61,562	59,442	61,500	58,227	57,384	59,419	53,404
Number of stolen passenger cars	51,064	48,491	45,185	42,793	37,868	40,951	43,157	49,115	47,916	49,054	46,287	44,119	45,176	39,371
Number of recovered passenger cars	48,329	45,671	42,286	40,009	35,452	38,474	40,416	45,631	44,311	45,599	42,832	40,892	42,058	36,411
Percentage of stolen vehicles reported (estimate)	>90	>90	>90	>90	>90	>90	>90	>90	>90	>90	>90	>90	>90	>90
Percentage of motorboats from numbers of vehicles in use	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percentage of motorboats from number of stolen vehicles	4.10	4.00	5.30	5.20	5.30	5.40	4.70	4.40	4.00	4.10	2.90	3.40	3.50	

Source: National Council for crimeprevention Sweden

16 STATISTICS FOR THE UNITED KINGDOM

Table 16.1 Number of stolen vehicles in the United Kingdom, active car park x1000 and stolen vehicles as a percentage of the active car park, presented in actual numbers and index numbers

	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
Number of stolen vehicles	537,354	634,615	644,665	649,346	592,685	553,848	536,054	443,975	429,955	414,700	375,840	363,039		
Active car park x1000						27,431	28,021	28,816	29,567	30,068	30,564	31,202		
Index numbers of stolen vehicles from 1990	100	118	120	121	110	103	100	83	80	77	70	68		
Index numbers of stolen vehicles from 1995						100	97	80	78	75	68	66		
Stolen vehicles as a percentage of active car park from 1995						2.02	1.91	1.54	1.45	1.38	1.23	1.16		
Index numbers of stolen vehicles as a percentage of active car park from 1995						100	95	76	72	68	61	58		

Source: WODC/European Sourcebook of Crime and Criminal Justice Statistics 2003 and Anfac

Table 16.2 Number of stolen vehicles (including attempts), number of recovered vehicles and number of households/persons victimised by vehicle theft in the United Kingdom from 1990 to 2002

	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003
Number of stolen vehicles (including attempts)	494,209	581,901	587,856	597,519	541,749	508,450	493,489	407,239	391,807	374,686	338,796	328,115	317,150	
Number of recovered vehicles	328,797	372,412	363,956	350,862	315,111	283,903	306,272	246,274	190,898	219,813	198,293			
Number of households/persons victimized by vehicle theft		522,000		543,000		510,000		378,000		336,000	344,000	315,000	278,000	

Source: Home Office, Vehicle Crime Reduction Section

17 STATISTICS FOR ALL EU MEMBER STATES

Table 17.1 Number of stolen vehicles 1990-2001 and the annual change which indicates the trend of vehicle crime

	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	Annual change
Austria	9,078	8,577	9,100	8,593	8,130	7,514	7,015	7,043	6,972	6,992	10,541		-1.28%
Belgium					32,806	37,603	33,598	35,242	36,555	35,780	33,395		0.14%
Denmark	42,697	42,946	44,496	35,696	35,601	36,737	43,187	42,701	38,871	35,195	33,730	29,464	-2.34%
Finland	18,233	22,237	23,781	21,059	21,043	19,772	20,261	22,015	26,404	29,611	26,391	22,583	2.38%
France	433,494	475,908	504,939	506,888	484,179	453,525	443,767	417,360	415,930	395,947	401,057	418,983	-1.76%
Germany	106,973	157,736	239,316	276,745	272,357	262,620	225,787	190,585	162,518	140,636	127,750	121,533	-2.79%
Greece	6,845	8,653	8,535	9,660	10,289	12,678	12,498	16,555	16,816	17,091	16,550		9.96%
Ireland	12,182	11,570	12,072	13,244	12,039	11,754	13,405	13,589	13,793	14,851	15,964	14,533	2.47%
Italy	313,400	366,818	325,196	311,256	302,490	305,438	317,897	301,233	309,113	294,726	243,890		-2.07%
Luxembourg	489	655	946	1,145	898	1,196	819	675	655	626	542		-1.73%
Netherlands	49,814	60,107	66,873	44,044	46,045	40,902	36,772	37,309	37,408	37,831	38,320	35,037	-4.60%
Portugal				15,542	18,340	17,334	19,999	22,792	26,965	28,163	26,428	26,162	7.70%
Spain	135,559	127,035	113,794	107,698	99,768	98,847	113,916	133,330	138,075	138,961	134,584	147,441	1.80%
Sweden	88,687	83,855	78,685	73,782	66,234	70,299	71,567	78,826	76,495	78,216	86,820	73,309	-0.39%
United Kingdom	537,354	634,615	644,665	649,346	592,685	553,848	536,054	443,975	429,955	414,700	375,840	363,039	-5.14%

Source: WODC/European Sourcebook of Crime and Criminal Justice Statistics 2003

Table 17.2 Total number of vehicles in use 1995-2001 and the annual change which indicates the growth of the active car park

	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	Annual change
Austria						3,906	4,007	4,107	4,222	4,355	4,452	4,542	2.61%
Belgium						4,699	4,782	4,846	4,975	5,093	5,197	5,275	2.03%
Denmark						2,027	2,093	2,143	2,188	2,229	2,237	2,277	1.88%
Finland						2,148	2,196	2,211	2,298	2,372	2,432	2,465	2.49%
France						30,319	30,755	31,470	32,310	33,089	33,813	34,597	2.30%
Germany						43,300	43,953	44,384	44,741	45,499	47,135	47,797	1.66%
Greece						3,128	3,152	3,354	3,559	3,842	4,225	4,492	6.67%
Ireland						1,146	1,211	1,293	1,368	1,461	1,525	1,604	5.85%
Italy						33,165	32,957	33,297	34,327	35,452	36,165	36,995	2.08%
Luxembourg						--	--	--	--	--	--	--	--
Netherlands						6,313	6,435	6,670	6,927	7,226	7,489	7,706	3.57%
Portugal						3,439	3,681	3,944	4,235	4,536	4,750	4,957	6.44%
Spain						17,284	17,943	18,657	19,612	20,636	21,427	22,312	4.46%
Sweden						3,953	3,981	4,037	4,144	4,259	4,387	4,428	2.12%
United Kingdom						27,431	28,021	28,816	29,567	30,068	30,564	31,202	2.18%

Source: Anfac

Table 17.3 Index numbers for the number of stolen vehicles 1990-2001 and the annual change which indicates the trend of vehicle crime

	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	Annual change
Austria	100	94	100	95	90	83	77	78	77	77	116		-1.28%
Belgium					100	115	102	107	111	109	102		0.14%
Denmark	100	101	104	84	83	86	101	100	91	82	79	69	-2.34%
Finland	100	122	130	115	115	108	111	121	145	162	145	124	2.38%
France	100	110	116	117	112	105	102	96	96	91	93	97	-1.76%
Germany	100	147	224	259	255	246	211	178	152	131	119	114	-2.79%
Greece	100	126	125	141	150	185	183	242	246	250	242		9.96%
Ireland	100	95	99	109	99	96	110	112	113	122	131	119	2.47%
Italy	100	117	104	99	97	97	101	96	99	94	78		-2.07%
Luxembourg	100	134	193	234	184	245	167	138	134	128	111		-1.73%
Netherlands	100	121	134	88	92	82	74	75	75	76	77	70	-4.60%
Portugal				100	118	112	129	147	173	181	170	168	7.70%
Spain	100	94	84	79	74	73	84	98	102	103	99	109	1.80%
Sweden	100	95	89	83	75	79	81	89	86	88	98	83	-0.39%
United Kingdom	100	118	120	121	110	103	100	83	80	77	70	68	-5.14%

Source: WODC/European Sourcebook of Crime and Criminal Justice Statistics 2003

Table 17.4 Index numbers for the number of stolen vehicles 1995-2001 and the annual change which indicates the trend of vehicle crime

	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	Annual change
Austria						100	93	94	93	93	140		4.89%
Belgium						100	89	94	97	95	89		-1.05%
Denmark						100	118	116	106	96	92	80	-4.71%
Finland						100	102	111	134	150	133	114	4.47%
France						100	98	92	92	87	88	92	-1.74%
Germany						100	86	73	62	54	49	46	-12.55%
Greece						100	99	131	133	135	131		6.75%
Ireland						100	114	116	117	126	136	124	3.91%
Italy						100	104	99	101	96	80		-3.72%
Luxembourg						100	68	56	55	52	45		-12.80%
Netherlands						100	90	91	91	92	94	86	-1.31%
Portugal						100	115	131	156	162	152	151	7.42%
Spain						100	115	135	140	141	136	149	5.78%
Sweden						100	102	112	109	111	124	104	1.82%
United Kingdom						100	97	80	78	75	68	66	-7.04%

Source: WODC/European Sourcebook of Crime and Criminal Justice Statistics 2003

Table 17.5 Number of stolen vehicles as a percentage of the active car park and the annual change which indicates the trend in vehicle crime

	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	Annual change
Austria						0.19	0.18	0.17	0.17	0.16	0.24		2.14%
Belgium						0.80	0.70	0.73	0.73	0.70	0.64		-3.06%
Denmark						1.81	2.06	1.99	1.78	1.58	1.51	1.29	-6.46%
Finland						0.92	0.92	1.00	1.15	1.25	1.09	0.92	1.93%
France						1.50	1.44	1.33	1.29	1.20	1.19	1.21	-3.95%
Germany						0.61	0.51	0.43	0.36	0.31	0.27	0.25	-13.98%
Greece						0.41	0.40	0.49	0.47	0.44	0.39		0.37%
Ireland						1.03	1.11	1.05	1.01	1.02	1.05	0.91	-1.83%
Italy						0.92	0.96	0.90	0.90	0.83	0.67		-5.58%
Luxembourg						--	--	--	--	--	--	--	--
Netherlands						0.65	0.57	0.56	0.54	0.52	0.51	0.45	-4.71%
Portugal						0.50	0.54	0.58	0.64	0.62	0.56	0.53	0.92%
Spain						0.57	0.63	0.71	0.70	0.67	0.63	0.66	1.27%
Sweden						1.78	1.80	1.95	1.85	1.84	1.98	1.66	-0.30%
United Kingdom						2.02	1.91	1.54	1.45	1.38	1.23	1.16	-9.02%

Source: WODC/European Sourcebook of Crime and Criminal Justice Statistics 2003 and Anfac

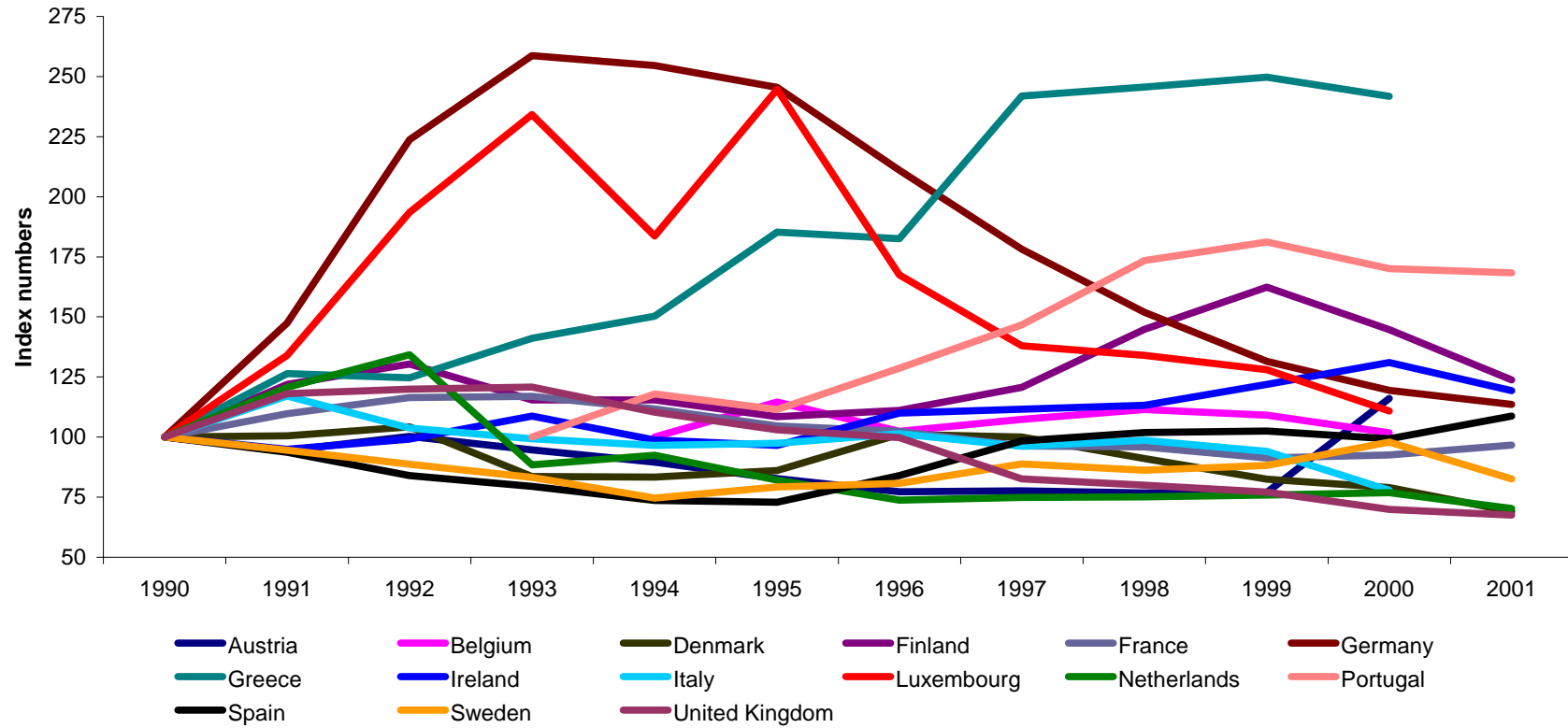
Table 17.6 Index numbers for the number of stolen vehicles as a percentage of the active car park and the annual change which indicates the trend in vehicle crime

	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	Annual change
Austria						100	91	89	86	83	123		2.14%
Belgium						100	88	91	92	88	80		-3.06%
Denmark						100	114	110	98	87	83	71	-6.46%
Finland						100	100	108	125	136	118	100	1.93%
France						100	96	89	86	80	79	81	-3.95%
Germany						100	85	71	60	51	45	42	-13.98%
Greece						100	98	122	117	110	97		0.37%
Ireland						100	108	102	98	99	102	88	-1.83%
Italy						100	105	98	98	90	73		-5.58%
Luxembourg						--	--	--	--	--	--	--	--
Netherlands						100	88	86	83	81	79	70	-4.71%
Portugal						100	108	115	126	123	110	105	0.92%
Spain						100	111	125	123	118	110	116	1.27%
Sweden						100	101	110	104	103	111	93	-0.30%
United Kingdom						100	95	76	72	68	61	58	-9.02%

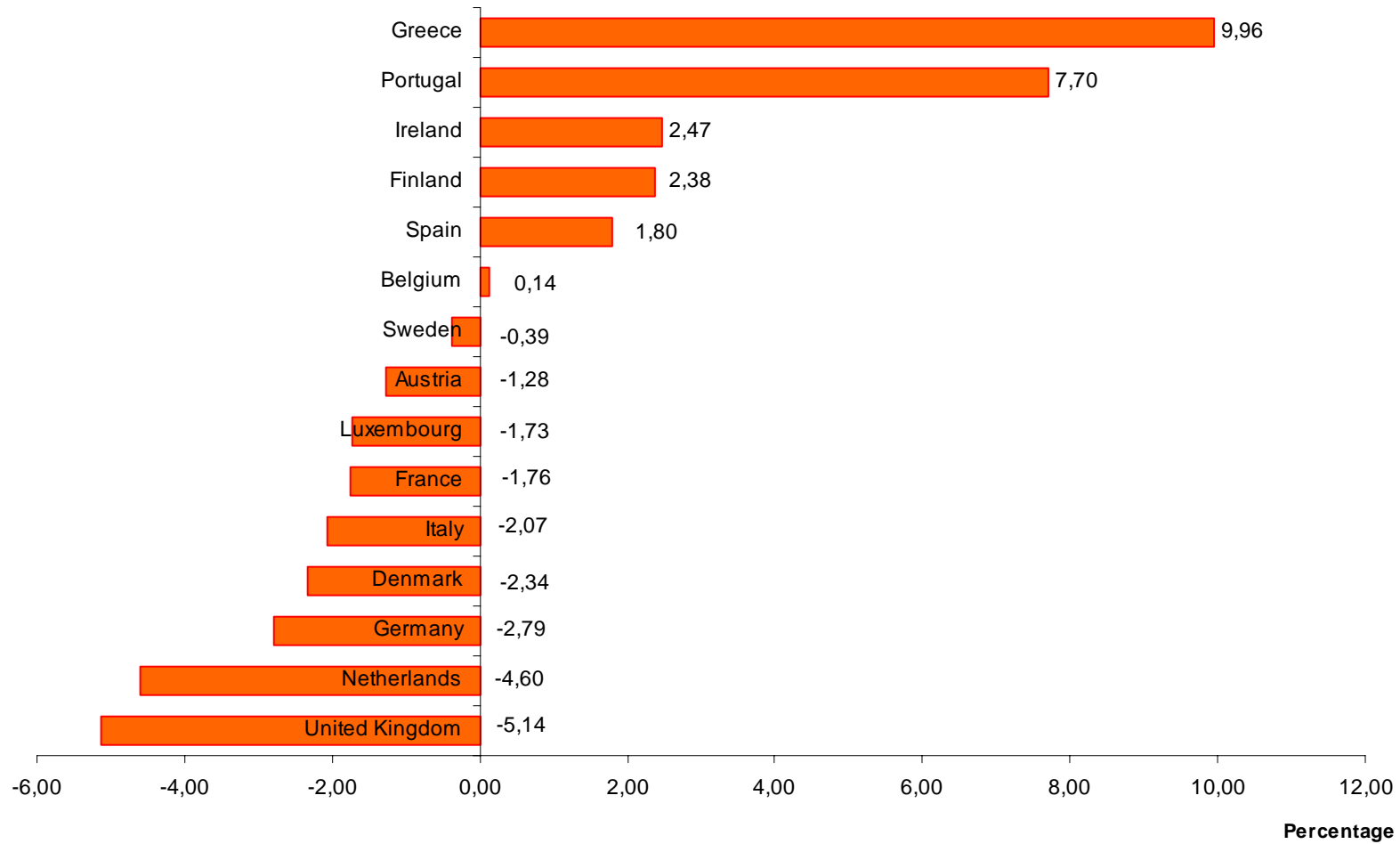
Source: WODC/European Sourcebook of Crime and Criminal Justice Statistics 2003 and Anfac

18 GRAPHS ON VEHICLE THEFT IN EU MEMBER STATES

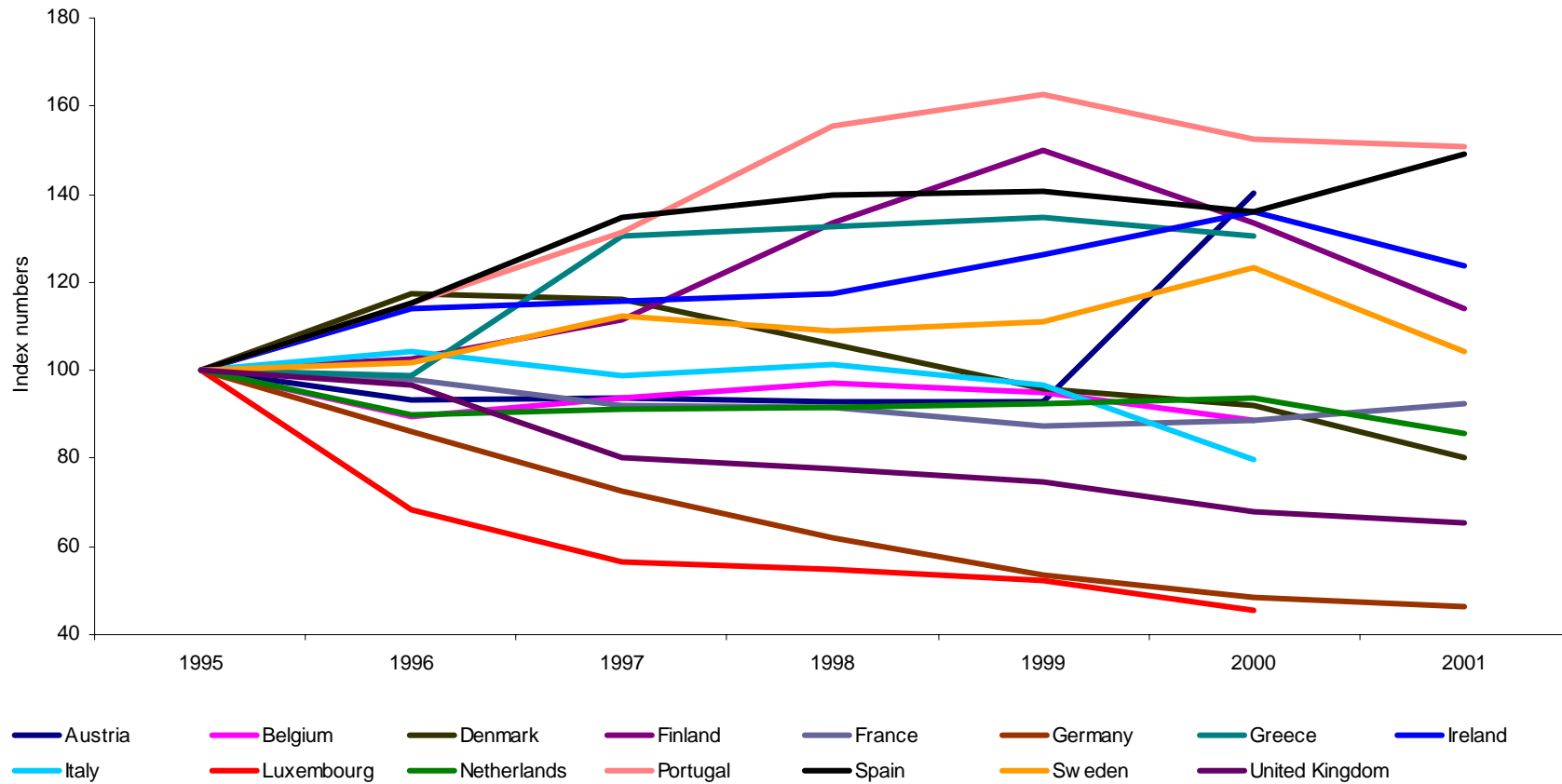
Graph 18.1 Trends in vehicle theft in the EU member states from 1990 to 2001, presented in index numbers (see table 17.3)



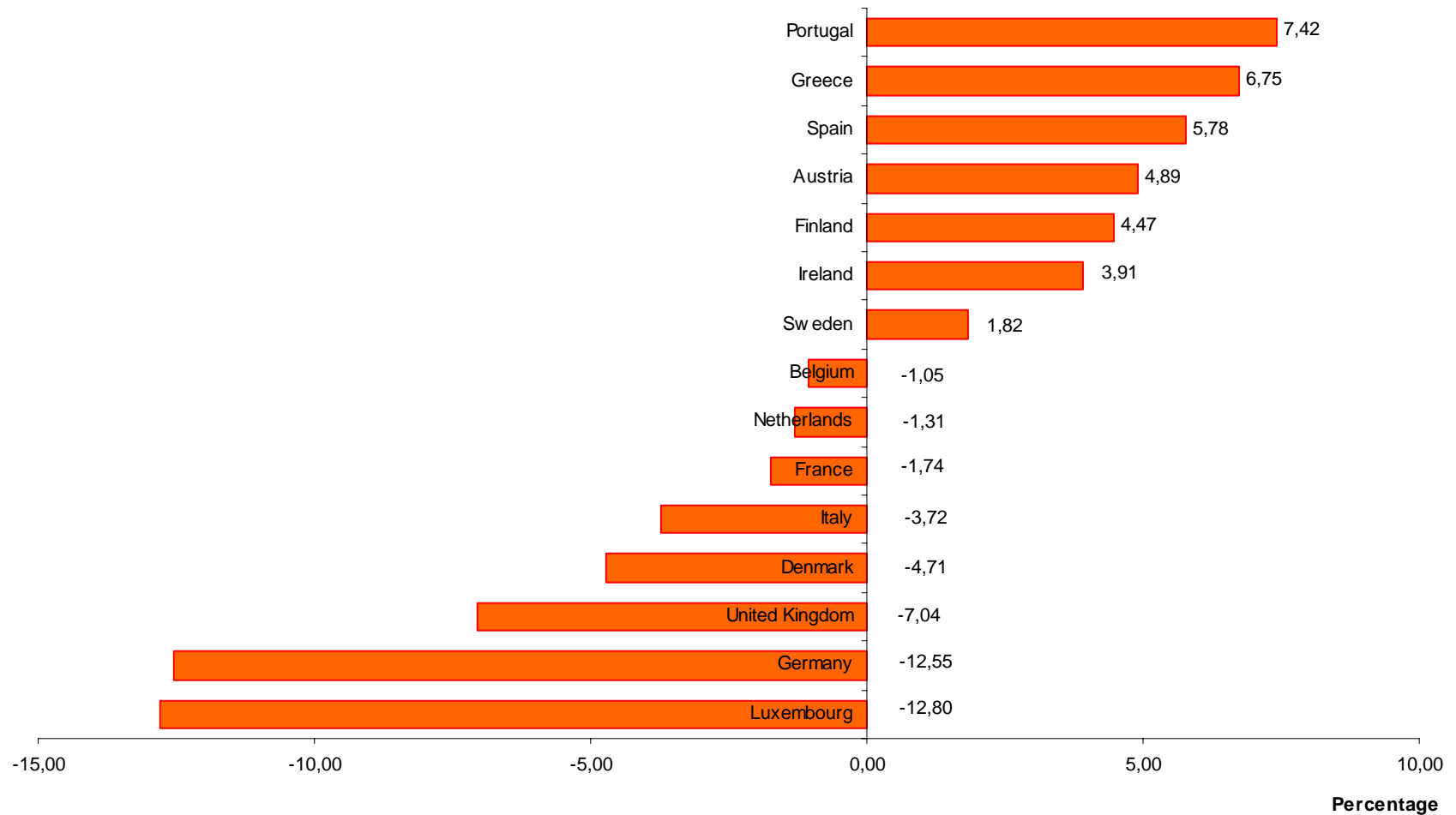
Graph 18.2 Annual change in vehicle theft in the EU member states from 1990 to 2001 (see table 17.3)



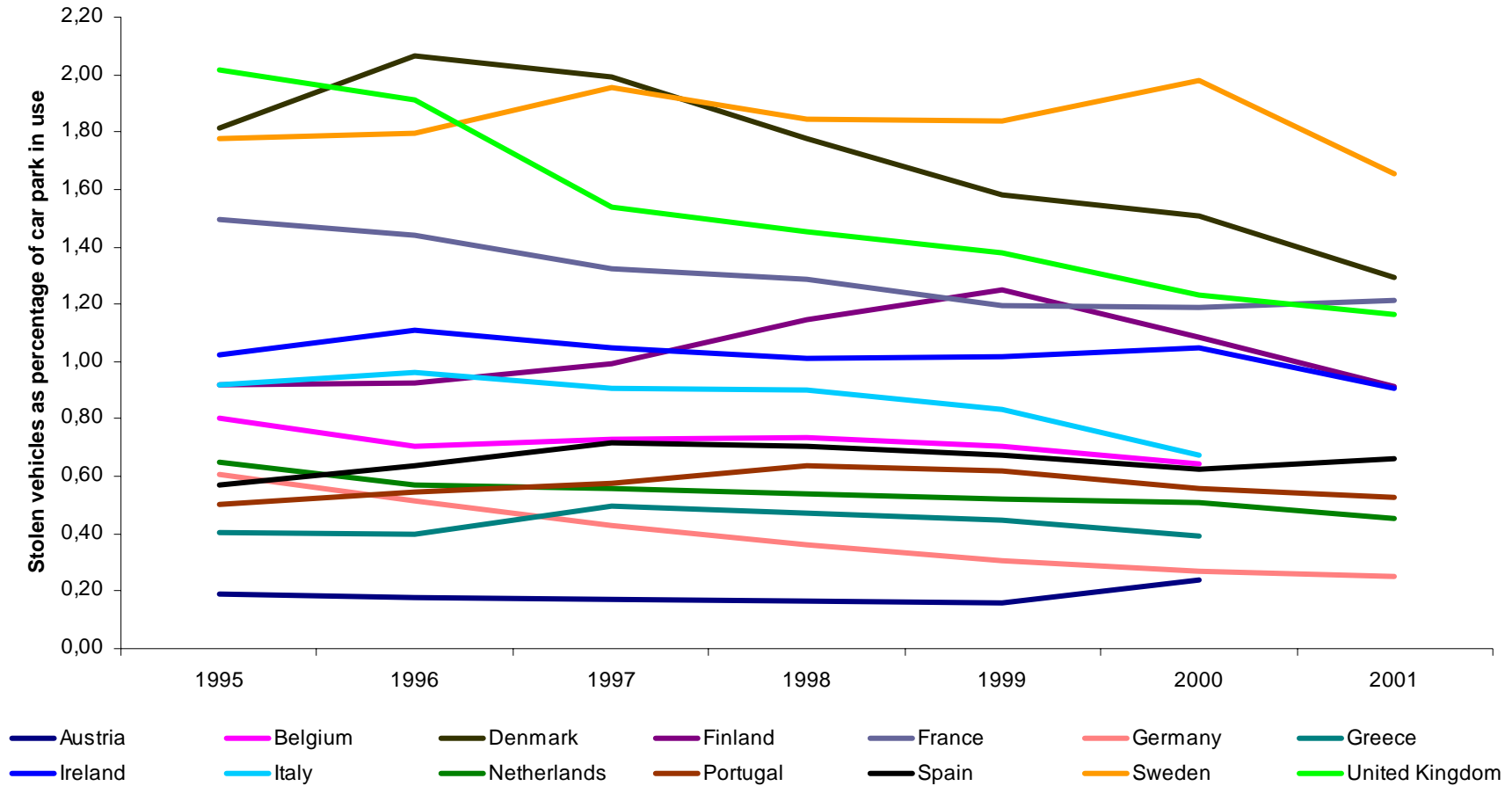
Graph 18.3 Trends in vehicle theft in the EU member states from 1995 to 2001, presented in index numbers (see table 17.4)



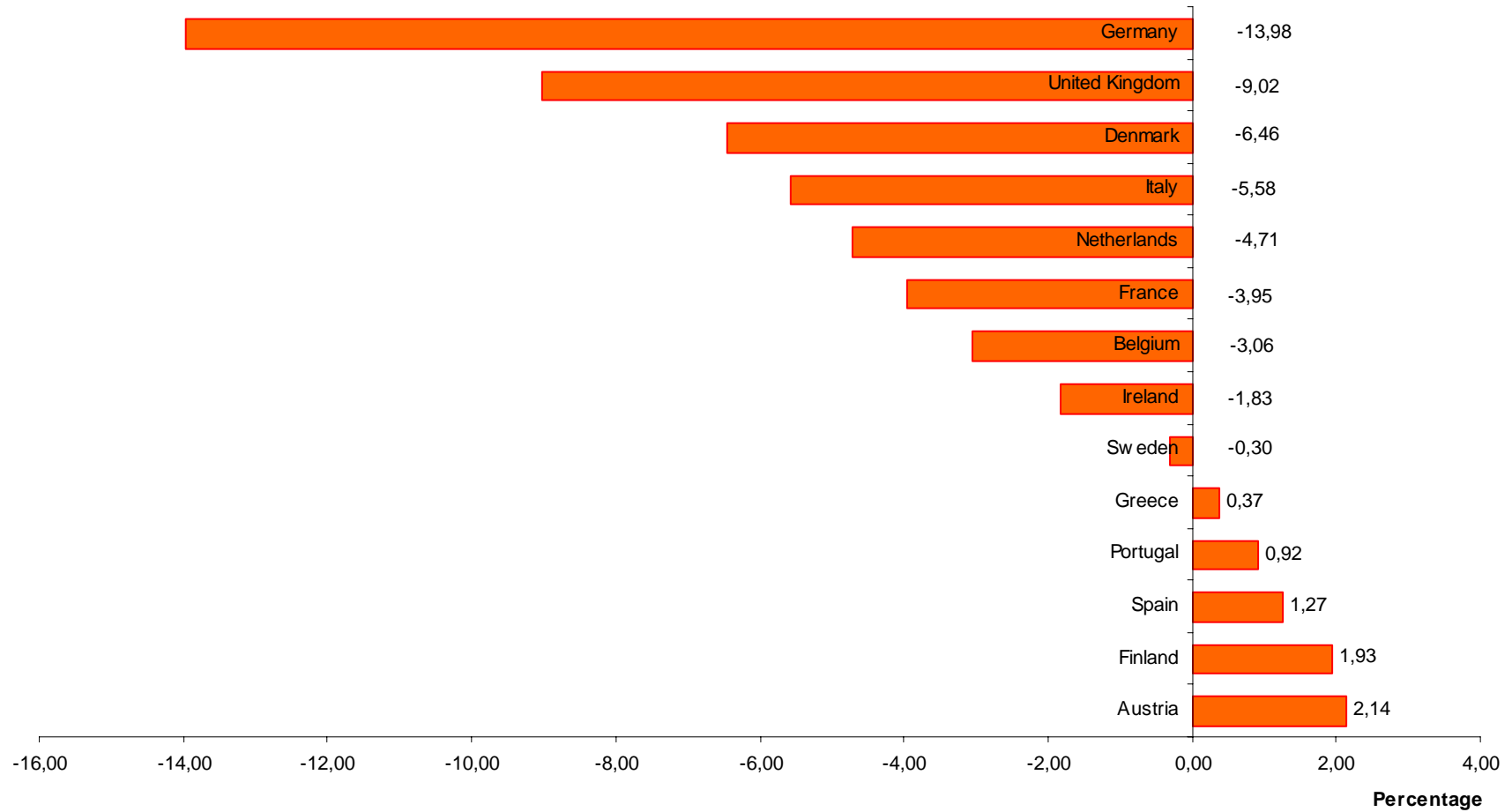
Graph 18.4 Annual change in vehicle theft in the EU member states from 1995 to 2001 (see table 17.4)



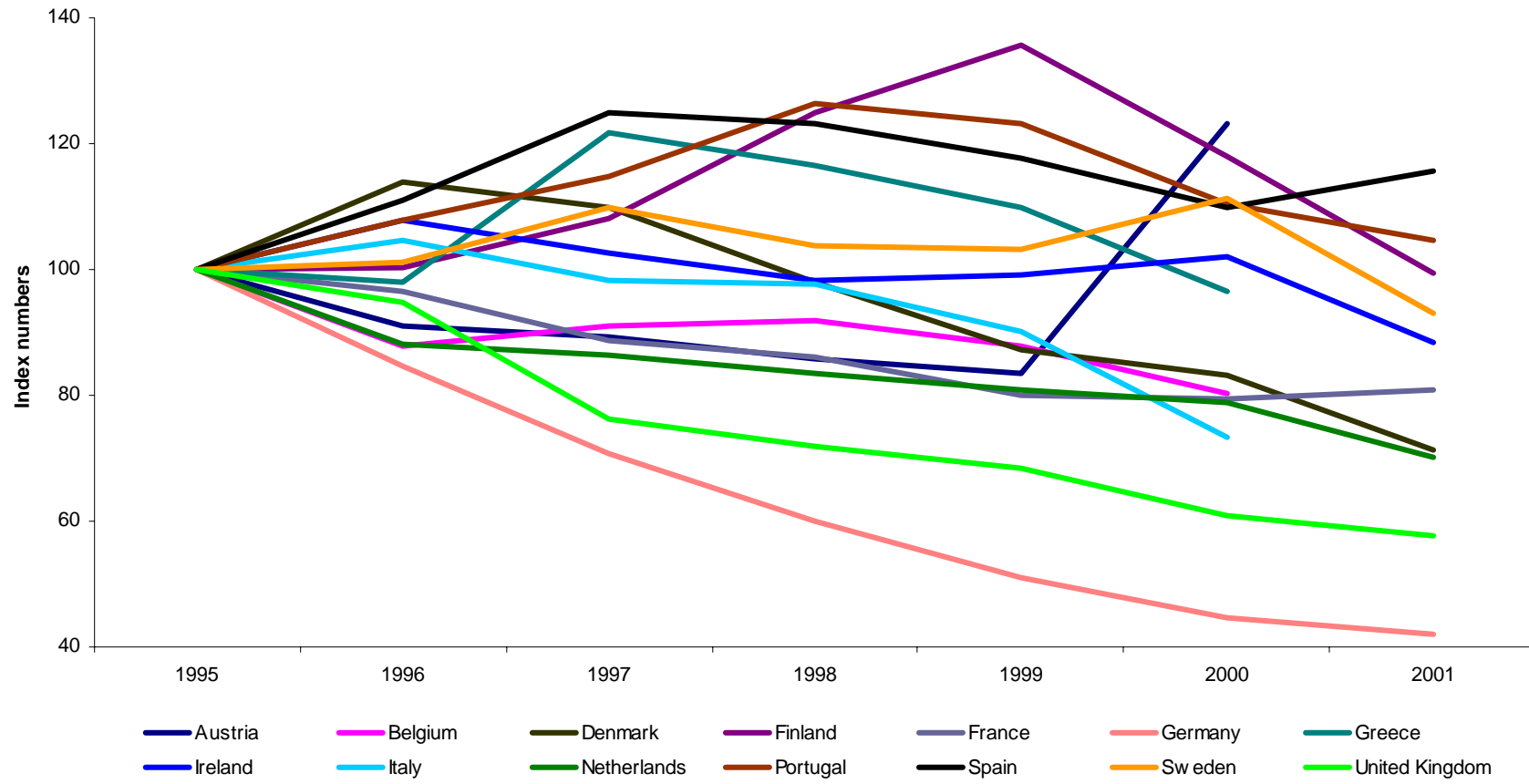
Graph 18.5 Percentage of car park stolen in the EU member states from 1995 to 2001 (see table 17.5)



Graph 18.6 Annual change in percentage of car park stolen in EU member states from 1995 to 2001 (see table 17.5)



Graph 18.7 Trends in percentage of car park stolen in EU member states from 1995 to 2001, presented in index numbers (see table 17.6)



19 METHODOLOGY OF RECORDING VEHICLE THEFT

In this chapter the results of the statistical questionnaire are presented. Austria, Finland, France, the Netherlands, Portugal and Sweden have completed the questionnaire. For the other countries information from the European Sourcebook of Crime and Criminal Justice Statistics 2003 was used. This information is presented in *italic* in the tables.

Table 19.1 Specification of variables used in gathering statistical information

Variables	Definitions according to Hardy, Sourcebook and/or EUR-Lex
1 Total number of cars in use	The total number of actual cars in the country that are insured and/or registered and for which the registration is not suspended.
2 Percentage of stolen vehicles reported (estimation)	Estimation of the percentage of victims of vehicle theft who report the theft to the authorities that are responsible for the registration of vehicle theft.
3 Total number of stolen vehicles	Theft is defined as depriving a person/organisation of a motor vehicle without force with the intent to keep it, including joyriding, misappropriation and temporary use, but excluding theft of motorboats and handling/receiving stolen vehicles.
4 Total number of stolen passenger cars	See 3, with the addition that a passenger car is defined as a motor vehicle with more than two wheels and a maximum weight that exceeds 1 metric ton, comprising no more than eight seats in addition to the driver's seat and is used for the carriage of passengers.
5 Total number of stolen light commercial vehicles (< 3.5 tons)	See 3, with the addition that a light commercial vehicle is defined as a motor vehicle having more than two wheels, with a maximum weight not exceeding 3.5 metric tons and is constructed for the carriage of goods.
6 Total number of recovered vehicles	A vehicle is defined as recovered when the owner of the vehicle or the police and/or insurance company report the car as recovered to the authorities that are responsible for the registration of vehicle theft.
7 Total number of recovered passenger cars	See 6, with the addition that a passenger car is defined as a motor vehicle with more than two wheels and a maximum weight that exceeds 1 metric ton, comprising no more than eight seats in addition to the driver's seat and is used for the carriage of passengers.
8 Total number of recovered light commercial vehicles (<3.5 tons)	See 6, with the addition that a light commercial vehicle is defined as a motor vehicle having more than two wheels, with a maximum weight not exceeding 3.5 metric tons and is constructed for the carriage of goods.
9 Households/persons victimised by vehicle theft	Number of persons or households that have been victimised by the theft of a vehicle, derived from national victimisation surveys.
10 Households/persons victimised by theft of passenger car	Number of persons or households that have been victimised by the theft of a passenger car, derived from national victimisation surveys.
11 Percentage 'theft of car/vehicle' reported to the police	Estimation of the percentage of victims of vehicle theft that report the theft to the authorities that are responsible for the registration of vehicle theft derived from national victimisation surveys.

Table 19.2 Recording temporary use of a vehicle, joyriding and misappropriation of a vehicle as vehicle theft?

	Temporary use of a vehicle	Joyriding	Misappropriation of a vehicle
Austria	Yes	Yes	Yes
Belgium	<i>Unknown</i>	<i>Unknown</i>	<i>Unknown</i>
Denmark	<i>Unknown</i>	<i>Unknown</i>	<i>Unknown</i>
Finland	Yes	Yes	Yes
France	Yes	Yes	Yes
Germany	<i>Unknown</i>	<i>Unknown</i>	<i>Unknown</i>
Greece	<i>Unknown</i>	<i>Unknown</i>	<i>Unknown</i>
Ireland	<i>Unknown</i>	<i>Unknown</i>	<i>Unknown</i>
Italy	<i>Unknown</i>	<i>Unknown</i>	<i>Unknown</i>
Luxembourg	<i>Unknown</i>	<i>Unknown</i>	<i>Unknown</i>
Netherlands	Yes	Yes	Yes
Portugal	Yes	Yes	Yes
Spain	<i>Unknown</i>	<i>Unknown</i>	<i>Unknown</i>
Sweden	Yes	Yes	Yes
United Kingdom	<i>Unknown</i>	<i>Unknown</i>	<i>Unknown</i>

Table 19.3 Presence of national victimization survey and a written procedure for recording data on vehicle crime in EU member states

	Survey on victimisation of vehicle theft	Written procedure for recording data on vehicle crime
Austria	No	No
Belgium	<i>Unknown</i>	Yes
Denmark	<i>Unknown</i>	No
Finland	Yes	No
France	No	Yes
Germany	<i>Unknown</i>	Yes
Greece	<i>Unknown</i>	Yes
Ireland	<i>Unknown</i>	Yes
Italy	<i>Unknown</i>	Yes
Luxembourg	<i>Unknown</i>	<i>Unknown</i>
Netherlands	No	Yes
Portugal	No	No
Spain	<i>Unknown</i>	Yes
Sweden	No	No
United Kingdom	<i>Unknown</i>	Yes

Table 19.4 Recording vehicle theft after reporting the incidence to the police, the insurance company, after investigation, after prosecution or at another occasion

	After reporting to police	After reporting to insurance company	After investigation	After prosecution	Other
Austria	Yes	No	No	No	No
Belgium	No	No	No	No	Yes
Denmark	Yes	No	No	No	No
Finland	Yes	No	No	No	No
France	Yes	No	No	No	No
Germany	No	No	Yes	No	No
Greece	Yes	No	No	No	No
Ireland	Yes	No	No	No	No
Italy	No	No	Yes	No	No
Luxembourg	<i>Unknown</i>	<i>Unknown</i>	<i>Unknown</i>	<i>Unknown</i>	<i>Unknown</i>
Netherlands	Yes	No	No	No	No
Portugal	Yes	No	No	No	No
Spain	Yes	No	No	No	No
Sweden	Yes	No	No	No	No
United Kingdom	Yes	No	No	No	No

In Belgium and Scotland the incidence is recorded other: subsequently

Table 19.5 Recording the stolen vehicle, the affected party or another incidence

	Vehicle that has been stolen	Party that has been affected	Other
Austria	Yes	Yes	Yes
Finland	Yes	No	No
France	Yes	No	No
Netherlands	Yes	No	No
Portugal	Yes	No	No
Sweden	Yes	Yes	Yes

Table 19.6 Recording vehicle theft as part of a string of offences

	First offence	Offence with highest penalty	Each offence	Other
Austria	No	No	Yes	No
Finland	No	No	Yes	No
France	No	No	Yes	No
Netherlands	No	No	Yes	No
Portugal	No	No	Yes	No
Sweden	No	No	Yes	No

Table 19.7 Recording vehicle theft when it has affected more than one party, multiple vehicles have been stolen from on party and the theft is executed by more than one person

	Theft affected more than one party	Multiple vehicles have been stolen from one party	The theft of a vehicle is executed by more than one person
Austria	1	2	1
Belgium	<i>Unknown</i>	<i>Unknown</i>	1
Denmark	<i>Unknown</i>	<i>Unknown</i>	1
Finland	1	2	1
France	1	1	1
Germany	<i>Unknown</i>	<i>Unknown</i>	1
Greece	<i>Unknown</i>	<i>Unknown</i>	1
Ireland	<i>Unknown</i>	<i>Unknown</i>	1
Italy	<i>Unknown</i>	<i>Unknown</i>	1
Luxembourg	<i>Unknown</i>	<i>Unknown</i>	1
Netherlands	1	2	1
Portugal	1	2	1
Spain	<i>Unknown</i>	<i>Unknown</i>	1
Sweden	2	2	2
United Kingdom	<i>Unknown</i>	<i>Unknown</i>	1

1 = one offence 2 = more than one offence 3 = other

Table 19.8 Recording boats, bikes, motorcycles, mopeds, passenger cars, trailers, caravans, tractors, light commercial vehicles, commercial trucks, busses and other vehicles in the total number of stolen vehicles

	Boat	Bike	Motorcycle	Moped	Passenger car	Trailer	Caravan	Tractor	Light commercial vehicle	Commercial truck	Bus	Other
Austria	--	X	X	X	X	X	X	X	X	X	X	--
Finland	X	--	X	X	X	--	--	X	X	X	X	--
France	X	X	X	X	X	X	--	X	X	X	X	--
Netherlands	--	--	X	--	X	X	X	--	X	X	X	--
Portugal	X	X	X	--	X	X	X	X	X	X	X	--
Sweden	X	--	X	X	X	--	--	X	X	X	X	X

Table 19.9 Indication for the deviation of the actual number of stolen vehicles

	+	-	*
Austria	0	0	9
Finland	1	0	8
France	1	1	7
Netherlands	0	0	9
Portugal	1	0	8
Sweden	3	0	6

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