



Annual Report 2005

Welcome to the TruckPol annual report for the period 1st January 2005 – 31st December 2005. This bulletin is not protectively marked and may be distributed freely without further reference to the originators.

Introduction

In April 2003, the Metropolitan Police Service established TruckPol, an intelligence unit dedicated to collating and analysing road freight crime across the UK. TruckPol acts as a single point of contact, collating crime reports and intelligence from a variety of sources. In this way it is able to deliver a national perspective in its strategic assessment of road freight criminality. TruckPol is jointly funded with contributions from insurance, manufacturers, industry and Home Office matched fund grant.

This document relies on information and intelligence held on databases maintained by TruckPol. It should be noted at the outset that the database on which this report is based is not a definitive list of all UK road freight crime; not all crime is reported to the police and not all police forces submit all of their road freight crime data to TruckPol.

Road Freight Crime by Value

Recorded values reported in this section are published subject to the following proviso. Whilst TruckPol makes every effort to ensure that values are recorded as accurately as possible, there will inevitably be discrepancies between actual trade/retail value to haulier, shipper and insurer and values given to police at the time of reporting. Because of this, the values given below must be viewed as a **minimum guide only**.

	Recorded Value 1 st January 2005 – 31 st December 2005		
	£ Sterling	€ Euro	\$ US Dollars
Vehicle Value	24,756,781	35,897,422	43,665,021
Load Value	59,808,303	86,704,970	105,498,701
Combined Value	84,565,084	122,603,392	149,163,722

The average loss per incident is £27,130 (€39,393 or \$47,716)

Road Freight Crime by Incident Type

TruckPol has received 3117 reports at the time of writing, broken down into categories as follows. A full description is contained in Appendix A.

Incident Type	No. of incidents (Jan 05 - Dec 05)
Hijack & Attempts	86
Theft of vehicle	1227
Theft (other)	226
Att.Theft	423
Deception	86
Theft from vehicle	994
Miscellaneous	6
Warehouse	69
Total	3117

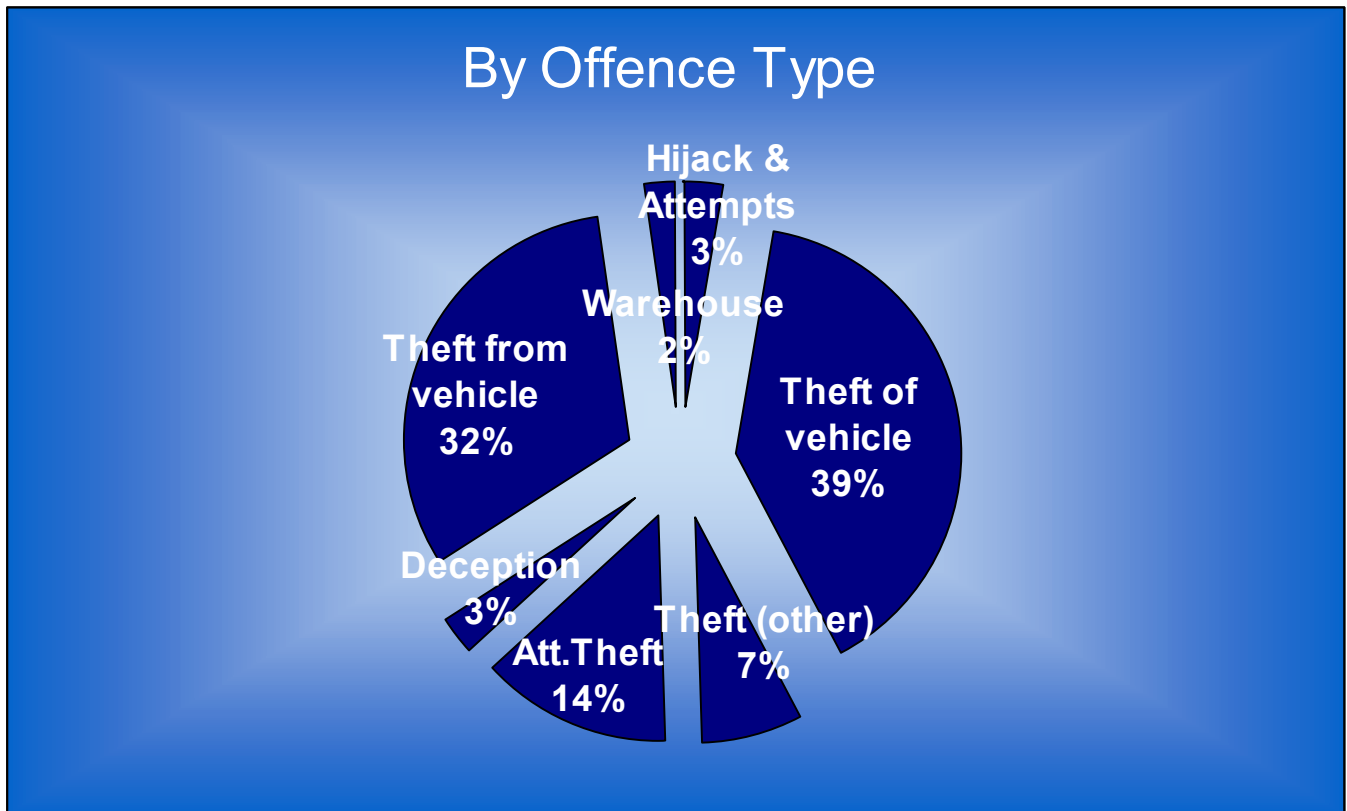


Fig. 1

Road Freight Crime by Property Type

Property is classified in seven primary categories in order to achieve a common EU standard in accordance with both Home Office recommendations and European Council of Ministers of Transport (ECMT) guidelines in a paper entitled 'Theft of Goods and Goods Vehicles' CEMT/CM(2001)19. They are;

A	Electronic / Electrical
B	Clothes and Shoes
C	Food and Beverages
D	Household Goods
E	Alcohol
F	Cigarettes
G	Miscellaneous / Other

In addition to these, TruckPol has introduced the following sub-categories to assist in analysis of thefts of commodities which are of particular interest to the UK;

A1	Computer Equipment
A2	Mobile Telephone Equipment
G1	Building / Plant / Industrial / Machinery / Automotive
G2	Art / Antiques
G3	HAZMAT / Chemicals
G4	Diesel Fuel

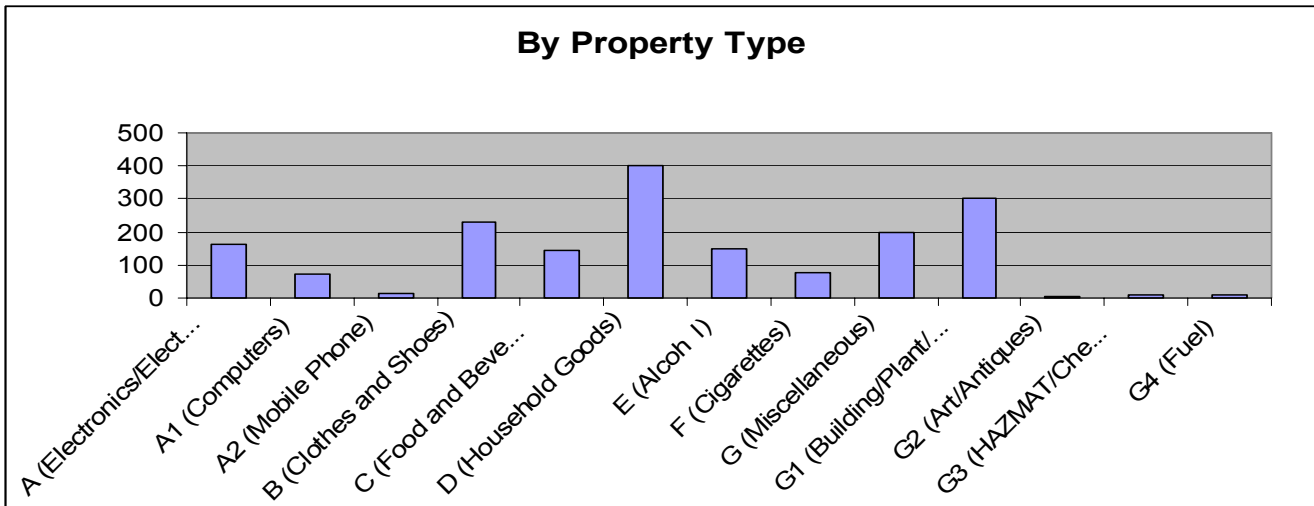


Fig. 2

Household Goods (D) are any items that can commonly be found in domestic use and include furniture, kitchen equipment, toiletries and cleaning products amongst other things.

Buildings /Plant/Machinery (G1) comprises items which are industrial/commercial and includes car and machine parts, aluminium, glass and so on.

Crime Reports by Police Area

This year has again seen a steady flow in the total amount of information received at TruckPol with slight drops during the build up to the summer and during the Christmas holiday period.

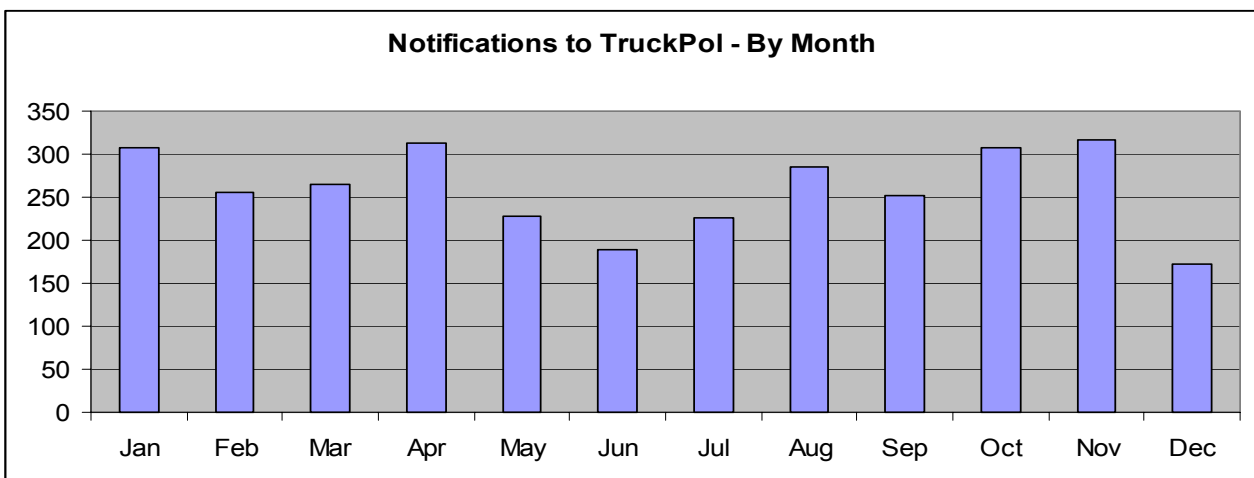


Fig. 3

Geographical interpretation of data received at TruckPol is given in Figure 4. As can be seen, the south east of England has the highest road freight crime rate.

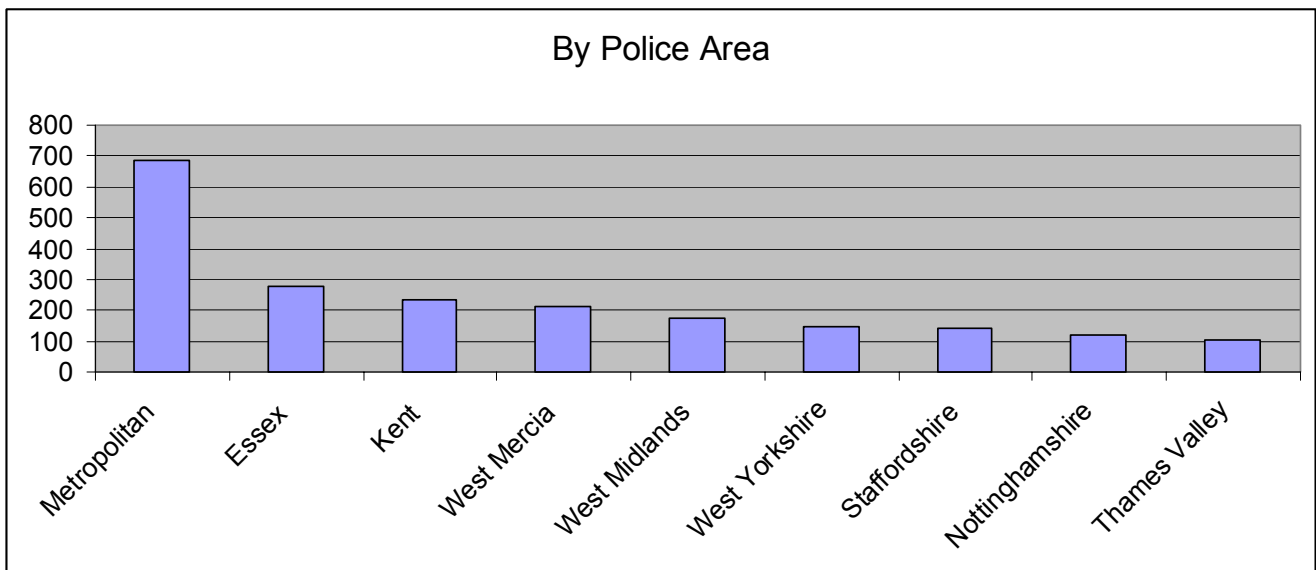


Fig. 4

Police Forces who submitted less than 100 reports to TruckPol this year are not shown above

Emerging Trends

Hijacks have remained at a steady level steady this year, with 86 reported to TruckPol. By comparison, 84 were reported to us in 2004. Once again this year we have seen that organised criminal networks are more than willing to use violence, including firearms, stun-guns and other weapons to attack drivers and warehouse staff and steal loads. Drivers are either tricked into stopping by offenders staging bogus accidents, claiming that the rear doors are open or that the trailer registration plate has fallen off, or they are attacked when slowing at roadworks or in traffic congestion. Diversion or 'round the corner' thefts have remained steady at 86 incidents in 2005, compared with 84 in 2004. The new year brought with it renewed criminal activity after a relatively quiet Christmas, particularly in London Docklands, but also in central and north London, Watford and Luton where foreign lorry drivers waiting to deliver outside the consignee are being targeted. It appears that thieves are still able to source a considerable amount of information from transport office and warehouse staff through impersonation of known customers or contacts. This information is then used to divert lorry loads to a location where they are taken 'round the corner' and stolen.

Thieves have also targeted unattended laden trailers left overnight on the street or in trailer parks. As so few operators appear to be using any form of trailer security, it is relatively straightforward to drive around an industrial area until a suitable target is identified, hitch up to it and drive off. One loss this year was reported to be approximately £3.7 million.

This year has seen a marked increase in thefts of metals as the value of scrap metal has increased. Particularly affected has been West Midlands, West Mercia and Derbyshire, but these thefts have also been reported by our colleagues on the continent, particularly in France. There has also been a noticeable increase in the amount of theft of mobile phones and personal belongings from vehicles left locked and unattended whilst the driver is away making a delivery. Finally, we have noticed a significant increase in the number of portable Sat Nav system thefts and also thefts of vehicle components such as headlights, bumpers and wheels.

Conclusion

Offences reported to TruckPol are down slightly this year, from 3506 to 3117, representing a drop of just over 10%. Rather than indicating a downward trend in road freight crime, this is mainly due to disruption in the supply of data following staff changes within police forces supplying data to TruckPol. Interestingly, 1227 stolen LGV's were notified

to us, compared to 2092 found through direct interrogation of the Police National Computer as part of our daily TruckWatch searches. This indicates that approximately 60% of stolen LGV's are notified to TruckPol.

In 2006 we would expect to see an increase in the number of lorry load hijacks, commercial robberies and burglaries and diversion/deception offences including 'round the corner' offences, particularly in London. Additional security features on LGV's will drive down vehicle theft but we anticipate an increase in trailer thefts until such time as compulsory registration is introduced. The eastward movement of manufacturing and production bases within the EU and 'just in time' warehousing will continue to expose non-UK registered vehicles involved in the transportation of valuable and desirable commodities such as electronics, mobile phones and clothing across Europe to risk of theft. In the UK, this will be compounded by the closure of secure parking places for LGV's, particularly in the south east of England.

Unfortunately, it is still far too easy to steal vehicles and loads through a combination of driver carelessness or collusion or through lack of will, particularly at company management level. Although premises can be and often are well protected, it seems that loads out on the road are generally left very much to the driver. Few companies appear to vet drivers properly or encourage them to use what little secure parking there is. Preventing crime through a range of security measures must be given equal priority along with fuel economy, fleet management and we would encourage readers to browse the web site at www.truckpol.com for ideas on how to reduce crime against your business.

Contacting TruckPol

If you want to contact TruckPol you can do so at 07000 878 257, via the web site or at the following numbers

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