



**AVCIS**  
**ACPO Vehicle Crime Intelligence Service**

**Stakeholder Directory**

## Index

Forword	4
National Vehicle Crime Structure	
Joint Action Group on Lorry Theft	5
Leisure Sector Committee	6
Motorcycle Crime Reduction Group	6
National Roads Policing Intelligence Forum	7
National Vehicle Working Party (PNC)	8
Plant Theft Action Group	8
Regional Vehicle Crime Intelligence Fora	9
Vehicle Crime Advisory Group	10
Vehicle Crime Reduction Action Team	10
Working Groups – Overseas	
Baltic Sea Task Force	11
EU Single Points of Contact	11
Europol	11
European Expert Group on Whole of Vehicle Marking	12
North American Export Committee	12
Seaports Information and Communication Group	12
Schengen SIS	13
Organisations	
Advanced Automotive Glazing Manufacturers Association	13
ACPO Crime Prevention Initiatives / Secured by Design	14
ACPO Intelligent Transport Systems	14
ACPO Vehicle Crime Intelligence Service	15
Association of British Insurers	15
British Independent Motor Trade Association	16
British Vehicle Rental and Leasing Association	16
British Vehicle Salvage Federation	17
Credit Industry Fraud Avoidance Scheme	18
Department of Transport	19
Driver and Vehicle Licensing Agency	19
European Secure Vehicle Alliance	20
European Traffic Police Network	21
Finance Leasing Association	22
Glass's Motoring Guides	22
Highway Agency	23
Hire Purchase Information	24
Home Office Scientific Development Branch	25
Home Office Vehicle Crime Reduction Team	25
Insurance Fraud Bureau	25
Insurance Fraud Investigators Group	26

Intelligence Transport Systems (ITS UK)	26
International Association of Auto Theft Investigators	27
International Vehicle Crime Reduction Team Initiatives	28
Interpol	28
Metropolitan Police Driving School	29
Motor Insurance Information Centre	29
Motor insurance Repair Research Centre, Thatcham	29
National Plant and Equipment Register	30
Ports Police Chief Officers Association	31
Road Haulage Association	33
Serious Organised Crime Agency	33
Society of Motor Manufacturers and Traders	34
Sold Secure	34
Vehicle Operator Services Agency	34
Vehicle Security Data Group	35
Vehicle Security Installation Board	35
What Car?	36

## Products

Datatag	37
Europlate	37
Eurowatch	37
Hills Numberplates Ltd	38
i-mob	38
Mightydot	39
Retainagroup	39
Selectamark	40
Smartwater Technology Ltd	41
Thiefbeaters Theft Solutions Ltd	42
Tracker Network	42
Vinfinder	42
WPC Software Ltd	43

## Foreword

Welcome to the ACPO Vehicle Crime Intelligence Service's (AVCIS) Stakeholder Directory designed with vehicle crime investigators in mind. It is a list of organisations and individuals who provide services from a law enforcement, security and commercial perspective. It is not an exhaustive list and I would be pleased to receive further entries from interested parties for inclusion in future publications.

I would like to thank those of you who have taken the time to contribute to the creation of this document and in particular I would like to thank Bryan Sheppard. As many of you know Bryan has recently retired, he was a former Avon and Somerset officer who has also worked at national level with both the National Criminal Intelligence Service (NCIS) and the Serious and Organised Crime Agency (SOCA). A past president of the International Association of Auto Theft Investigators (IAATI UK), Bryan's wealth of knowledge and experience made him the natural choice to put this directory together.

With the re-deployment of the Home Office Vehicle Crime Reduction Section and the future of the Vehicle Crime Reduction Action Team unclear, it is more important than ever that those developing doctrine and vehicle crime practitioners utilise every possible opportunity to benefit from the experience, knowledge and skills of other stakeholders to frustrate, dismantle and bring to justice those organised group groups and individuals intent on stealing vehicles, and using vehicles to commit serious and organised crime.

We at the ACPO Vehicle Crime Intelligence Service look forward to many years of operation and partnership working with all of the stakeholders who have a common interest in the area of tackling vehicle enabled crime.

**John Wake**

Superintendent ACPO Vehicle Crime Intelligence Service

June 2007

## 1. National Vehicle Crime Structure

### Joint Action Group on Lorry Theft (JAGOLT)

The Joint Action Group on Lorry Theft was established in March 1994.

JAGOLT has been influential in bringing together representatives from Home Office, ACPO, insurers, haulage and security and provides a strategic overview of the nature and extent of LGV theft in the UK. It is a multi agency forum through which criminal activity is addressed by several approaches.

Key themes included crime prevention through manufacturer, aftermarket and driver and owner responsibilities, promotion of best practice and awareness, information/intelligence exchange, police operational activity and improved training and awareness.

JAGOLT has recently delivered advice leaflets and a "Too Big to Stop" training DVD which has been distributed to every police force in the UK.

Future projects include an interactive DVD, development of 'Park Mark' safer parking schemes and increased security of LGV via Thatcham accreditation and group rating.

### Truckpol

Road freight crime is an international problem that is estimated to cost the economy close to £1 billion each year. In 2006, of the 3423 large goods vehicles that were stolen across the UK, nearly half were never recovered.

Intelligence suggests that organised criminal networks are stealing a significant number of vehicles purely for the loads that they are carrying. Road freight crime is organised, increasingly violent and market driven. Criminals respond to demand, traveling the length and breadth of the country. The most commonly stolen items include easily disposable household goods such as computers, mobile phones, clothing, cigarettes and alcohol.

In response to the problem, numerous private sector partners from manufacturing, logistics, haulage and insurance have joined with the police to establish TruckPol, a national road freight crime intelligence unit. TruckPol is based within the ACPO Vehicle Crime Intelligence Service.

TruckPol is an intelligence unit which collates, analyses and disseminates national data and intelligence on road freight crime across the UK. It is the only national unit of its kind and provides a strategic overview, reporting back through the Home Office, Serious Organised crime Agency (SOCA) and Association of Chief Police Officers (ACPO).

TruckPol also maintains a unique comprehensive national stolen lorry load database. In 2006, over £8 million of stolen property was recovered and identified directly through searches conducted on the database, despite

attempts by criminal gangs to evade detection by moving stolen loads across police boundaries, often from one end of the UK to the other.

[www.rha.com](http://www.rha.com)

[www.truckpol.com](http://www.truckpol.com)

[www.west-midlands.police.uk/truckpol](http://www.west-midlands.police.uk/truckpol)

### **Leisure Sector Committee**

The Leisure Sector VCRAT group meets approx. 4 times a year. Since its inception in 1998 the group has focused on the theft of caravans, trailers and personal watercraft. A significant barrier has been the lack of reliable statistics on thefts and recoveries, and the use made of the Police National Computer by police officers checking property.

Chairman: Alan Bishop, Hire Purchase Information

Secretary: David Welsford Camping and Caravanning Club

Members represent: The Caravan Club, National Caravan Council, Home Office, Met Police, Lincs Police, West Midlands Police, AVCIS, Phantom Ltd and the National Trailer and Towing Association.

The group has provided a Caravan section in the Thatcham Directory, produced training materials including a video for Forces, established a Caravan Registration Scheme (CRiS), organised two National Caravan Crime Conferences, worked with manufacturers to enhance security and produced the Home Office 'Steer Clear of Caravan Crime' leaflet circulated to over 1 million caravanners. A mini web site linked to the Home Office Crime Reduction web site went live in May 2007.

Future activity will focus on improving the PNC property applications, addressing the threats posed by the Olympic 2012 build up and achieving a national standard for safe / secure storage.

### **Motorcycle Crime Reduction Group**

The Motorcycle Crime Reduction Group (MCRG) is a partnership made up of representatives from rider interest groups, the insurance and security industries, motorcycle manufacturers and retailers, and the Police.

The MCRG's mission is "to improve the safety and security of motorcycle and scooter users by reducing the opportunity for theft of and from these vehicles".

The MCRG provides the opportunity to bring together a broad range of stakeholders with an interest in combating motorcycle and scooter theft including both enthusiastic amateurs and professionals, who, through the work of the Group, will seek to engage the wider community.

The Group will work together to provide a source of education and guidance on best practice to the public, manufacturers and insurers, as well as the

Police. They encourage engagement by all stakeholders, identifying opportunities to educate, promote good practice and to consider novel solutions at all levels.

Their objectives are to increase the knowledge and experience of the group through a representative membership, to provide a directory of services offered by the MCRG; and to provide support to rider interest groups, local and regional, police and other agencies on crime reduction campaigns.

Further information and assistance with powered two wheelers can be found at:

British Motorcycle Federation  
[www.bmf.co.uk](http://www.bmf.co.uk)

Motorcycle Industry Association  
[www.mcia.co.uk](http://www.mcia.co.uk)

Motorcycle Action Group  
[www.mag-uk.org](http://www.mag-uk.org)

### **National Roads Policing Intelligence Forum (NRPIF)**

NRPIF is the intelligence wing of the Roads Policing Business Area, which is part of the Uniformed Operations strategic group, led by Chief Constable Meredydd Hughes (South Yorkshire.) It is chaired by Chief Supt. Geraint Anwyl head of Operational Support Department (OSD,) North Wales with PC Annie Mitchener as National Co-ordinator and covers roads policing in all forces of UK.

There are five National TCG (Tasking Co-ordinating Group) meetings a year, which are attended by all Chairs and Secretaries of the six regions – Scottish, Northern, Eastern, Western, South-eastern and South-western – as well as reps from the Vehicle and Operators' Services Agency (VOSA,) Her Majesties Revenue and Customs, Driving Standards Agency and Driver and Vehicle Licensing Agency (DVLA). These are interspersed with five regional meetings to facilitate a two way flow of intelligence.

There are also three National NRPIF conferences held annually at various locations across UK, where best practice as well as intelligence is highlighted and presentations are given to update roads policing intelligence officers.

There are numerous operations co-coordinated including Operation Mermaid (goods vehicles,) Operation Tourist and Coachman (passenger carrying vehicles,) Carriage of Dangerous Goods and operations on drink/drugs, speed and seatbelts as well as ACPO drink/drugs and other operations to highlight a change in legislation.

Operation Mermaid is run 7 times during a year and covers road safety, counter terrorism issues, as well as denying criminals the use of the roads.

NRPIF is responsible for the production of the National Strategic Assessment for Roads Policing on an annual basis, which informs forces of the emerging issues / trends as well as enforcement, preventative priorities and intelligence gaps. There are five strategic areas for forces to concentrate on, denying criminals the use of the roads, reducing road casualties, countering terrorism, anti social use of vehicles and public reassurance.

### **National Vehicle Working Party (PNC)**

This group is chaired by Julie Page, Sussex Police, and secretary Mr Andy Naylor (National Policing Improvement Agency – PNC). Other members represent AVCIS, Automatic Number Plate Recognition (ANPR), Serious Organised Crime Agency (SOCA), DVLA, the Metropolitan Police and 9 provincial forces.

Terms of Reference are being reviewed.

The core aims of the group are to progress and review all issues surrounding the Vehicles and Property databases on Police National Computer (PNC). This incorporates any changes to the view screen, guidance on the use of the Police reports and any additional requirements that may be required either for a Policing purpose or Legislation change.

All changes are further progressed up to the next level, Police PNC Policy & Prioritisation Group (P4G) which is currently chaired by DCC Feavour Cambridgeshire Police. Once approved at P4G, guidance is issued via Liaison Officer Letters to all Points of Contact in each force. The PNC Manual for vehicles is reviewed and amended twice yearly, and updated with all approved changes.

### **Plant Theft Action Group**

The Plant Theft Action Group (PTAG) was created in 1996, with the aim of reducing construction plant theft within the United Kingdom, through a partnership approach. It was incorporated into the Governments Vehicle Crime Reduction Action Team strategy in 1998. The current chairman is Kevin Clancy of the Clancy Docwra Group of engineering companies.

PTAG consists of representatives from construction plant manufacturers, users, hirers, Police, HM Revenue & Customs, insurers, allied industries, plant equipment database handlers and the security assessment industry.

Major achievements include the introduction to industry of minimum standards of secure marking and vehicle construction, assisted by the Home Office Scientific Development Branch, Security Guidance Document for Agricultural and Construction Plant (PSDB Publication 1/2002) and also commissioned a major report and research by Home Office researchers, "The Nature and Extent of Construction Plant Theft. Further plant theft crime prevention leaflets devised by PTAG may be found on [www.Secureyourmotor.gov](http://www.Secureyourmotor.gov)

In 2007 and in the lead up to the 2012 London Olympic Games, PTAG promoted the secure marking and registration of machinery using Datatag ID Ltd as system provider for CESAR (Construction Equipment Security and Registration).

### **Regional Vehicle Crime Intelligence Fora**

The South East and Eastern Region Stolen Vehicle Cross Border Conference predates the VCRAT initiative and has met for many years with a healthy mix of law enforcement and industry representatives discussing items of mutual interest.

The South West and South Wales Cross Border Conference was established in 1996 and with several exceptions, has remained a closed group with Police, VOSA and DVLA representatives making up its membership.

More recently groups have been established in the Midlands, North West and North East of England. Forces that do support these groups attend the group most relevant to their business needs rather than rely on formal regional boundaries, e.g. North Wales Police representatives attend the North West Conference, Cheshire Police attend both North West and Midlands. Several Scottish forces also attend when appropriate.

The National Criminal Intelligence Service (NCIS) Organised Vehicle Crime Section played an important co-ordinating role attending all groups, identifying a number of cross border issues, progressed with positive results. It is also the case that NCIS were extremely keen for these groups to evolve into more formal NIM (National Intelligence model) compliant intelligence sharing fora, a move unpopular with many regular contributors.

#### **Note:**

The **National Intelligence Model** (NIM) is 'a Model for Policing' that provides intelligence senior managers can use to help them formulate strategic direction, make tactical resourcing decisions and manage risk.

Launched by the National Criminal Intelligence Service (NCIS) and adopted by the Association of Chief Police Officers (ACPO) in 2000, the government placed the NIM at the centre of the Police Reform Agenda.

What the NIM does:

- Provides greater consistency of policing across the UK
- Allows operational strategies to focus on key priorities
- Allows more officers to focus on solving priority problems and targeting the most active offenders
- Achieves greater compliance with human rights legislation and the Regulation of Investigation Powers Act (RIPA)

- Informs the management of risk
- Provides more informed business planning and a greater link to operational policing issues
- Improves direction and briefing of patrols
- Reduces rates of persistent offenders through targeting the most prolific
- Improves integration with partner agencies

Further information on the National Intelligence Model can be found at:  
<http://police.homeoffice.gov.uk/operational-policing/index.html/>

### **Vehicle Crime Advisory Group (VCAG Police Best Practice Group)**

An informal group of experienced Police practitioners came together in 1997 at the request of the ACPO Vehicle Crime Conference to consider the marking of vehicles where the manufacturer's identity marks had been defaced or removed and examiners had spent considerable effort tracing the vehicles history only to see it returned an owner. A number of such vehicles had subsequently been examined by other forces, wasting considerable time and expense. The Porexam scheme was adopted whereby vehicles subject of extensive POLice EXAMination were marked with tamper-proof stickers and a POLEXAM marker placed on the PNC. The PNC report identifies the force holding the original examination report. This scheme continues to be sponsored by Retainagroup Ltd.

When Home Office officials launched the VCRAT initiative in 1999 this group was renamed the Vehicle Crime Advisory Group (VCAG) to support the ACPO vehicle crime lead. Representatives were initially selected for their experience and particular skills, many chairing regional cross border groups. Later representatives from the DVLA, NCIS and Forensic Science Service joined the group to comment on issues referred.

This group supports a national vehicle crime structure allowing individual forces to raise issues in regional groups, and where considered necessary these issues were referred to VCAG and brought to the attention of the ACPO lead. Should he so wish, the ACPO vehicle crime lead could raise these issues at VCRAT. Similarly this structure allowed issues raised at VCRAT to be disseminated to forces through VCAG and regional groups.

### **Vehicle Crime Reduction Action Team (VCRAT)**

The Home Office Vehicle Crime Reduction Action Team met its target to reduce vehicle crime by 30% in 2005. An announcement on new VCRAT priorities and targets is expected late 2007.

## **2. Working Groups Overseas**

### **Baltic Sea Task Force (BSTF)**

The Task Force on organised crime in the Baltic Sea Region acts as a regional best practice group. Established in 1996 and meeting twice a year, the group consists of Denmark, Finland, Estonia, Germany, Iceland, Latvia, Lithuania, Poland, Russia and Sweden, usually joined by representatives of the European Commission, Interpol and Europol.

One of its objectives mentions focusing on criminality around drugs, illegal immigration and the trafficking in stolen vehicles.

[www.balticseatactforce.ee](http://www.balticseatactforce.ee)

### **EU Single Points of Contact**

A decision of the Council of the European Union, dated the 22<sup>nd</sup> December 2004 on the cross border trafficking of stolen vehicles stated 1.2 million vehicles were stolen in member states per year, with an estimated costs of EUR 15 billion, between 30-40% stolen by organised groups are rung and exported outside the EU and co-operation between member states was particularly important as was the exchange of information.

It was agreed that member states should designate national points of contacts for tackling cross border vehicle crime.

The first meeting in January 2006 held at The Hague was attended by two members of the NCIS Organised Vehicle Crime Section.

The UK was not represented at the second meeting hosted by Finland in November 2006. Another meeting is planned in Portugal during the second half of 2007.

### **Europol**

Europol, based at The Hague, aims to improve the effectiveness and co-operation of member states to prevent and combat terrorism, drug trafficking and other forms of serious and organised crime. The Europol European Organised Crime Threat Assessment (Jan 2006) briefly mentions the market for stolen vehicles in the former Soviet Union countries and the misuse of the transport sector as facilitating organised crime. A second publication "An overview of motor vehicle crime from a European perspective" (Jan 2006) is available from the Europol web site.

A recent Europol initiative to monitor the trafficking of stolen vehicles, (Automated Work File or AWF), closed with insufficient interest to justify the analysis required to produce meaningful reports.

[www.europol.ey.int](http://www.europol.ey.int)

## **European Expert Group on Whole of Vehicle Marking (WOVM)**

The WOVM group led by Guus Wesselink, Director of the Foundation for Tackling Vehicle Crime in the Netherlands has met over three years to develop a European standard for vehicle marking to supplement those identification marks used by manufacturers, which is both cost effective and simple to use, to reduce the opportunities for vehicle ringing, and breaking stolen vehicles to sell the component parts. WOVM involves marking several hundred components with simple to read, easy to trace marks. Currently, micro-dots are seen by many as the most effective WOVM system, and this European WOVM group has based much of reasoning for a pan European WOVM standard on a successful pilot's use of micro-dot technology in Australia and South Africa.

Members take part on a personal basis, not as formal representatives of their countries. The group meets typically twice a year, working to produce an EU Directive for WOVM, and contributing to an international standard for microdots. With manufacturers reluctant to invest in additional security measures without compelling evidence the vast set-up costs is necessary, and other more established competitors seeking to influence manufacturers their products provide a more cost effective solution, the European WOVM group has sought an EU Directive to ensure a common standard is introduced across the EU.

## **North America Export Committee**

A respected, informal working group, established in 1995 focused on the trafficking of stolen vehicles across national borders, with the main participants being law enforcement and insurance investigators from Canada, North America and Mexico.

With few vehicles recovered in the UK having been stolen from Canada, North America or Mexico, UK authorities have not previously participated in this group. However officers from NCIS last contributed to the group during a fact finding visit in 2005.

[www.naec.ws](http://www.naec.ws)

## **Seaports Information and Communication Group (SIC)**

Initially an informal group consisting of officers from the ports of Rotterdam and Antwerp and intelligence officers from NCIS representing the UK, the Seaports Information and Communication Group was established in 2003.

The group exchanged intelligence on stolen vehicle trafficking and gradually others joined first Spain, Italy and Germany, then Ireland and Greece with Europol undertaking a co-ordinating role.

Forces generated additional intelligence with 'Plinian' focus days at ports when specialist examiners and intelligence operatives would examine vehicles, containers and ship's manifests.

## **Schengen SIS**

Enhanced cross border police co-operation was one of the principle benefits of the Schengen Agreement signed in 1985.

The UK was expected to join in 2005. However a number of lengthy delays have resulted in a new target date of 2008/9.

The Schengen Information System will allow the automatic transfer of PNC data to a number of European law enforcement agencies and permit officers in the UK to check vehicles stolen in other European countries using PNC.

## **3. Organisations**

### **Advanced Automotive Glazing Manufacturers Association**

The AAGMA was formed in 1998 by companies that are involved in the development and manufacturing of all automotive laminated glazing applications. Current members include the leading European automotive glass manufacturers, Pilkington Automotive and Saint-Gobain Sekurit and Interlayer suppliers KSE, Sekisui, Solutia and Southwall Technologies. Collectively, members represent 75 % of the world's automotive glass production and nearly 100 % of the interlayers supplied for automotive laminated glazing.

#### **Objectives**

To define and quantify the benefits of laminated glazing in terms of passive safety, security and passenger comfort.

To provide independent support to government organisations and official bodies for the development of safety and security within the automotive industry by the adoption of laminated glazing products.

To sponsor academic studies to evaluate effective safety benefits and possible issues arising from the fitting of laminated glass in case of accident: ejection, entrapment and extrication.

To look for potential synergies with other restraint systems (air bags, seat belts).

To educate emergency services about the behaviour of laminated glazing.

To communicate to the public the benefits of laminated glazing.

[www.aagma.com](http://www.aagma.com)

## **ACPO Crime Prevention Initiatives / Secured By Design**

ACPO Crime Prevention Initiatives Limited is a not-for profit company and was established in 1999 to manage Secured by Design and similar crime prevention initiatives at a national level. It is entirely owned by the Association of Chief Police Officers (ACPO) with chief police officers on the Board of Directors.

The company is funded through partnership with companies whose products meet technical standards identified by ACPO CPI. In return, the licensed company is able to utilise the Secured by Design logo and, on those products which meet the technical standard, the title 'Police Preferred Specification' in accordance with the terms of the licence agreement. The title Secured by Design and the related logos are registered as UK Trademarks owned by ACPO Crime Prevention Initiatives Limited.

Secured by Design (SBD) is an independent consultancy specialising in the practical application of automotive technology who sell their expertise in security and Intelligent Transport Systems to help car makers and their suppliers develop class-leading products for the market.

They are involved in 3 main areas of security:

Technology research - investigating new technologies and how they may be used in security on the next generation cars, together with an assessment of their strengths and weaknesses in security applications;

Theft trends - on an ongoing basis SBD are investigating theft trends and methods across the globe. In the past SBD's main focus was Europe, but in the last 2 years this has extended to North America, Japan, Russia and they are looking to include China in 2007.

Main customers are the design departments of car manufacturers and OE system suppliers. They have arranged training days / workshops in the past and exchange information on an ad hoc basis.

[www.sbd.co.uk](http://www.sbd.co.uk)

## **ACPO Intelligent Transport Systems (ACPO ITS)**

The ACPO ITS Working Group is formed under the Road Policing Business Area.

The working group was set up approximately 6 years ago in response to a question raised by the then Traffic Committee regarding the lack of police user input into the development of Telematics around transport. The group has a wide range of members from many of the police business areas and also Government and other bodies representing industry. All three emergency services are represented at a national level. The remit of the group is to bring the benefits of new technologies to the emergency services.

This was initially police and in particular road policing related technologies, but has expanded into crime, incident management and security, as it is not possible to have such strictly defined boundaries. ACPO ITS works with a number of consortia who apply for funding and conduct research in a wide range of projects

The core of ACPO ITS is in Sussex, with a team of 4 fully funded through this project work. Most of the work comes from the European Commission, with some work from ACPO and more recently work directly from Sussex Police.

ACPO ITS works from a 'vision document' which defines the areas of work and projects that the team can undertake.

### **ACPO Vehicle Crime Intelligence Service**

Launched in December 2006, to replace the NCIS Organised Vehicle Crime Section and based at the National Policing Improvement Agency, Ryton on Dunsmore near Coventry.

Working to the ACPO Vehicle Crime lead, the unit provides a focus for law enforcement, insurers, manufacturers and associated industry interests collating, analysing and disseminating intelligence, promulgating best practice and offering expert advice and support.

The unit represents law enforcement interests on a variety of working groups in the UK and overseas.

Contact: Supt John Wake [john.wake@avcis.pnn.police.uk](mailto:john.wake@avcis.pnn.police.uk)

For general enquiries and intelligence submissions:  
[Intel@avcis.pnn.police.uk](mailto:Intel@avcis.pnn.police.uk)

### **Association of British Insurers (ABI)**

The ABI represents the collective interests of its 400 member companies, representing around 94% of UK domestic insurance services. Formed in 1985 and funded by subscriptions from its member companies, the ABI currently employs a staff of around 100.

Its vision is a substantial, profitable and growing insurance industry in the UK.

With regard to vehicle crime the ABI is responsible for, or a major contributor to, a number of initiatives seeking to reduce vehicle crime:

The Motor Insurers Bureau (MIB), funded by a levy on insurers, provides compensation to victims of uninsured driving or untraced drivers. Insurance fraud is estimated to cost insurers some £16 billion a year, with 10% of motor claims thought to be fraudulent. The recently introduced Insurance Fraud Bureau is expected to target serial claimants.

Working with the Motor Insurance Repair Research Centre, Thatcham; insurers influence the Group Rating Scheme to encourage manufacturers to enhance in-built security, and the New Car Security Rating (New Vehicle Security Assessment) tests the security of vehicles brought to the market.

Thatcham, funded by insurers, also test aftermarket security devices working closely with the Vehicle Security Installation Board.

The ABI Code of Practice for the Disposal of Salvage Vehicles (recently updated) used in conjunction with the Vehicle Identity Check (VIC) is said to go some way to regulate the movement of salvage vehicles that eventually return to the road. The Motor Insurance Anti-Fraud and Theft Register (MIAFTR) also supports law enforcement activity, collating details on accident damaged vehicles and associated claims.

[www.abi.org.uk](http://www.abi.org.uk)

### **British Independent Motor Trade Association**

The British Independent Motor Trade Association with over 150 trading members is the only trade association set up solely to safeguard the interests of the independent vehicle import industry. They offer a unique Certificate of Authenticity that gives a money back guarantee that the vehicle has not been registered as stolen prior to export from Japan. They also guarantee that the vehicle has no outstanding finance and that the mileage reading prior to export was accurate.

[www.bimta.org](http://www.bimta.org)

### **British Vehicle Rental and Leasing Association (BVRLA)**

The BVRLA is the representative trade body for companies leasing cars and commercial vehicles. Its members provide short-term self-drive rental, contract hire and fleet management services to corporate users and consumers. BVRLA members operate a combined fleet of 2.3 million cars, vans and trucks of widely differing sizes from 3,300 locations throughout the UK.

BVRLA members provide a vital service to UK industry and commerce, facilitating the movement of goods and people for essential business purposes. Members buy around 1.1 million new vehicles every year, at a cost of £15.4 billion, representing the biggest volume of purchases by any fleet sector. Together the rental, leasing and commercial vehicle membership provide the significant voice of an industry which purchases almost half the personal and company transportation in the United Kingdom.

The BVRLA's Risk Management & Security Committee works with the police and other law enforcement agencies to raise and promote awareness of industry risk-related issues and encourage the use of 'best practice' to minimise the financial and operational impact of vehicle crime and fraud.

The BVRLA produces a handy, A5 sized directory which lists all 700 BVRLA members according to location.

Their web site contains several areas which might assist investigations, from industry statistics, to 'Find a Member'.

The ACPO BVRLA Guide to Stolen Vehicle Reporting was published in 2002. It provides an investigative and reporting framework for rental branches to use when reporting lost and stolen vehicles.

BVRLA Members support a risk database, RISCOOnline, sharing information on individuals and companies with whom they have experienced problems.

BVRLA has an Insurance Fraud Group which meets regularly to discuss ways to detect and combat insurance fraud.

[www.bvrla.co.uk](http://www.bvrla.co.uk)

### **British Vehicle Salvage Federation (BVSF)**

The British Vehicle Salvage Federation is the representative body of the vehicle salvage industry in the UK. It represents over 85% of the vehicle salvage business and its membership comprises approximately 100 of the leading salvage operators in the UK.

The BVSF was established on 1<sup>st</sup> July 1998 at the instigation of the insurance industry and with the support of the major salvage operators. The main objectives of the Federation are to represent the common interests of independent salvage companies in negotiations with insurers, government, European Commission, police and any other interested parties as well as to regulate the salvage industry by ensuring compliance by its members with all legislation relevant to their business operations and with the provisions of the Code of Practice applicable to the handling of vehicle salvage.

Strict rules and regulations governing the operation of the business of its members are operated by the Federation, in order to raise the status and standing of its members in the eyes of government, European Commission, Police, insurers etc. and to assist in regulating the salvage market for the benefit of all who use its services.

Since its inception, the BVSF has worked closely with the Home Office on the production and implementation of the Motor Salvage Operators' Regulations 2002. BVSF audit trail requirements for salvage or recycling companies form part of the Motor Salvage Code of Practice.

The BVSF was directly involved in the Government's VCRAT discussions and has given its full support in the past to the aims to reduce vehicle crime by co-operating with the Police, attending and speaking at ACPO conferences and by giving evidence for the prosecution in vehicle crime related cases.

[www.bvsf.org.uk](http://www.bvsf.org.uk)

## **Credit Industry Fraud Avoidance Scheme (CIFAS)**

CIFAS is the UK's Fraud Prevention Service with over 250 Member organisations spread across banking, credit cards, asset finance, retail credit, mail order, insurance, investment management, telecommunications, factoring and share dealing. Members include organisations that are able to identify fraud and are prepared to share that data with others through CIFAS in the fight to prevent further fraud.

Its primary aims are to protect the interests of CIFAS Members from the actions of criminals by pooling, on the CIFAS database, information on fraud and attempted fraud and also to ensure that innocent members of the public who are the victims of fraud are not prejudiced by misuse of their identities and documentation.

CIFAS Vehicle Fraud is a unique partnership between the private and public sectors. The system enhances the ability of CIFAS Members to recover their vehicles that have been obtained either by fraud or by theft and provide law enforcement with valuable new information and intelligence from the private sector.

CIFAS Vehicle Fraud members file cases onto the CIFAS Vehicle Fraud database through their respective Fraud Investigation Departments. This data is used to create a 'Hotlist' of vehicles which is sent to the National ANPR Data Centre via Kent Police. If a vehicle on the Hotlist passes through an ANPR camera both the police and the CIFAS Member are notified. If the local situation allows and the police are able to stop the vehicle, the police ANPR intercept team then contact the CIFAS Vehicle Fraud Central Support Function at Kent Police to get full details of the case

CIFAS maintains close relations at all levels with the Police and has an ACPO representative on the CIFAS Board. In all Police Forces in England and Wales and many other prosecuting agencies there is a CIFAS Single Point of Contact.

'Information Requests' list names and addresses where police and other public sector agencies are seeking information. Information requests are matched against both the CIFAS database and a Member's existing accounts by CIFAS participating agencies. Fraud Alerts are used by the police and SOCA to issue alerts through CIFAS to the private sector.

The Organised Fraud and Intelligence Group (OFIG) was developed by members working in close association with the police services as a result of concerns about the increase in organised fraud. OFIG membership is divided into a number of regions, and regional meetings are held.

CIFAS is a Member of the Finance Leasing Association Motor Fraud Forum.

[www.cifas.org.uk](http://www.cifas.org.uk)

## **Department for Transport**

The Department for Transport's objective is to oversee the delivery of a reliable, safe and secure transport system that responds efficiently to the needs of individuals and business whilst safeguarding the environment.

Current project work includes the development of roads networks, road pricing, traffic and parking management, motor insurance and uninsured driving and vehicle registration and safety.

The DfT are also working closely with the Transport Research Laboratory on human-machine interaction, (In-vehicle information systems). This work, which might previously have been known as Telematics, is also being progressed by several active Intelligence Transport Systems (ITS) in the UK.

[www.dft.gov.uk](http://www.dft.gov.uk)

## **Driver and Vehicle Licensing Agency (DVLA)**

The DVLA undertake vehicle registration and licensing and driver licensing on behalf of the Secretary of State for Transport. They maintain a number of different initiatives to contribute to the Government's crime reduction strategy.

### **DVLA Crime Reduction Unit (CRU)**

The responsibilities and functions of the unit are to continue and develop policies to detect and deter vehicle and driver crime. Although the operational wheel clamping has moved to our Local Office Directorate (LOD), CRU still retains responsibility for vehicle excise duty enforcement. The wheelclamping of untaxed vehicles is operated by National Car Parks Ltd (NCP) in partnership with the DVLA. In addition, DVLA has authorised a number of local authorities and police forces to operate local wheelclamping schemes in their areas.

Number plate enforcement is divided between CRU (registration of number plate suppliers) and Vehicle Policy Group (withdrawal of misrepresented marks). Also within CRU staff collate and grade intelligence to the National Intelligence Model (NIM) and liaise with Police. CRU also has responsibility for driver licensing and identity crime policy.

CRU is involved with 6 monthly DVLA Police Liaison Group meetings, VCAAG meetings and VCRAT meetings run by the Home Office. CRU was also involved in the ANPR Programme Board meetings but this meeting is now the responsibility of LOD.

### **DVLA Police Liaison and Support Group (PLSG)**

PLSG consists of the Police Liaison Unit, Police Intelligence and Police Enquiry Unit. The Group deals with enquiries from Police, the courts, Customs and Excise and other enforcement agencies, as well as from DVLA staff who

require police assistance. They provide Police and other enforcement agencies with advice and information from their databases. They also complete witness statements and assist in prosecutions.

PLSG attend the PNC Vehicles Working Group, the NPIA / DVLA Bi-lateral, the National ANPR User Group, the National ANPR Tactical Working Group, the National Roads Policing Intelligence Forum and VCAG.

#### Driver and Vehicle Intelligence Database (DaVID)

DaVID is used to record any criminal intelligence that relates to DVLA core business. Checking DaVID when processing applications assists DVLA to protect the integrity of their systems and processes, and also to help increase the accuracy of their records. Staff also analyse intelligence to look for trends or patterns of activity to target their responses and to make best use of DVLA resources through intelligence led activity.

DVLA employ eight Criminal Intelligence Officers deployed across the organisation. Their role is to collate and grade intelligence according to the National Intelligence Model, recording it on DaVID, to analyse data held on the DaVID database in connection with DVLA core business - related scams, loopholes and crimes. They also investigate suspected criminal activity related to abuse of Agency processes and to identify vehicle and driver related crime / fraud through intelligence obtained via the Local Office transactions process.

They liaise with internal colleagues, police and other law enforcement agencies as appropriate to address issues. Internally this covers providing information and intelligence to underpin policy advice or suggested process changes. Externally it would include the preparation of NIM compliant intelligence packages to partners for further action.

They also attend stakeholder intelligence driven meetings including cross border conferences, road policing meetings, etc.

[www.dvla.gov.uk](http://www.dvla.gov.uk)

#### **European Secure Vehicle Alliance (ESVA)**

One of the fundamental components of ESVA is its standing as an Associate Parliamentary Group with Lord Brougham and Vaux as chairman, and Dominic Grieve MP and Viscount Simon as vice chairmen. It is also a non-profit making company limited by guarantee.

ESVA's mission, since its formation in 1992, is to seek the reduction of vehicle related crime and disorder in the UK and Europe. This will be achieved by constructing a comprehensive network for shared learning, evaluation and action, information exchange and campaigning.

Key strategies focus on use of the '5Es':- Engineering, Enforcement, Education, Evaluation and Encouragement. They have expert knowledge on

strategies to engage young people in community education involving vehicles. They also develop strategic contexts that maximise the potential support from a diverse group of stakeholders (e.g. road user compliance), as well as supporting and developing appropriate legislative effort, (e.g. Vehicle Registration Marks Bill 2007) and undertaking research and providing support for its membership network.

An update document is available on request on a half yearly basis which details current activities and priorities.

ESVA is supported by the following organisations:-

AAGMA (Advanced Automotive Glazing Manufacturers Association), British Motorcyclists Federation, several County Councils, Corporation of London, Hull Youth Development Service, Kent County Constabulary, Kent Fire and Rescue Service, Landor Publishing, Learning and Skills Network, MFM Associates, Mobile Electronics and Security Federation (MSEF), Motor Schools Association, NCP (National Car Parks), Northamptonshire Police, Northumbria Probation Service, Oldham Kickstart Project, PACTS, The Foundation for Tackling Vehicle Crime (Holland), The Intelligent Transport Society for the United Kingdom (ITS), TRACKER Network (UK) Ltd., Tyne and Wear Fire and Civil Defence Authority and Which?.

### **European Traffic Police Network (TISPOL)**

The TISPOL Organisation was established by the traffic police forces of Europe in order to improve road safety and law enforcement on the roads of Europe. Their main priority is to reduce the number of people being killed and seriously injured on Europe's roads.

They believe the enforcement of traffic law and education, where appropriate, will make a significant contribution to reducing the carnage on our roads. This is evident in a number of TISPOL member countries."

The objectives of TISPOL:

To reduce road deaths and casualties on European Roads.

To bring together the Roads and Traffic Police Forces in Europe to work together and exchange good practice.

Organising and co-ordinating pan-European operations and campaigns

To encourage enforcement and education based on research, intelligence and information so as to establish an effective and targeted education and enforcement programme.

Initiating and supporting research on road safety and providing an informed and co-ordinated police opinion on road safety issues. The UK TISPOL lead is ACC Adam Briggs of Cleveland Police.

[www.tispol.org](http://www.tispol.org)

## **Finance Leasing Association (FLA)**

FLA is the principal representative of the asset, consumer and motor finance sector in the UK. FLA members achieved £93 billion of new business in 2006.

Members comprise banks, subsidiaries of banks and building societies, the finance arms of leading retailers and manufacturing companies and a range of independent firms. The services they provide include secured and unsecured personal loans, credit cards and store card facilities, leasing, and hire purchase

In 1997, the FLA joined forces with the Merseyside Constabulary to launch 'Operation Pimpernel', whose purpose was to investigate vehicle fraud, recover vehicles and arrest offenders in a cost-efficient manner, and reduce the occurrence of vehicle fraud. Between 1997 and 2000, 'Operation Pimpernel', resulted in a decrease in fraud-related allegations in the Merseyside area. Following the success of this pilot scheme, other constabularies were approached for participation in another project and the Metropolitan Police agreed to participate. As a result, the Vehicle Fraud Unit was launched in September 2001, again funded by FLA members.

Since its inception, the unit has recovered cars worth over £9 million, and has made about 300 arrests. Investigations have revealed links between vehicle finance fraud and other serious offences, such as the unlawful possession and trafficking of controlled drugs. This unit transfers to AVCIS and will be based at NPIA Ryton on Dunsmore from September 2007.

FLA continues to provide around £10,000 each year to Merseyside Police to fund investigations into motor finance fraud cases in that region.

FLA motor finance members provide the Port of Tilbury Police with a small amount of funding to enable the police to devote extra resources to checking suspect vehicles that are about to be exported via the port.

As well as developing anti-fraud policies and projects itself, FLA also works enthusiastically with other organisations, such as the Home Office's Identity Fraud Steering Committee (IFSC), the Fraud Advisory Panel, the North West Fraud Forum Steering Group, and the ACPO Economic Crime Portfolio group.

## **Glass's Motoring Guides**

Glass's guides are widely acknowledged as a leading supplier of automotive business intelligence across 28 European countries.

Best known for the Glass's Guide to Car Values, published for more than 70 years, the parent company EurotaxGlass also provide other technical guides and bodyshop estimating software.

[www.glass.co.uk](http://www.glass.co.uk)

Parkers Guides a publication available from newsagents and via the internet offer similar services

[www.parkers.co.uk](http://www.parkers.co.uk)

## **Highway Agency**

The Highways Agency is an Executive Agency of the Department for Transport (DfT), and is responsible for operating, maintaining and improving the strategic road network in England on behalf of the Secretary of State for Transport.

The Agency facilitates safe and reliable long distance journeys on strategic national routes by managing the traffic using our roads as well as administering the network as a public asset.

In Spring 2004, Highways Agency Traffic Officers began working alongside police on motorways in the West Midlands. This was the start of an England-wide roll out, with traffic officers now patrolling motorways across the whole country.

The Traffic Officer Service (Highway Agency Traffic Officer- HATO) puts drivers at the forefront of the Highways Agency's operations to help tackle the growing problems of congestion on our roads.

Traffic Officers are trained to a high standard in everything from First Aid and safety, to dealing with customers, traffic management and the use of technology.

Where incidents occur the police still retain responsibility for investigation of criminality. However, the Highways Agency Traffic Officer Service will help to coordinate resources of other emergency services, manage traffic and re-open routes.

Traffic officers assists motorists at following scenes:

Motor vehicle accidents

Removing damaged and abandoned vehicles

Clearing debris on carriageways

Undertaking high visibility patrols

Providing mobile/temporary road closures

Supporting police in their duties

Regional Control Centres, in each region of England, operated jointly by Highways Agency and Police, are responsible for planning for roadworks, monitoring road conditions (through CCTV and monitoring loops) then allocating resources, establishing diversion alternatives and setting regional electronic road signs.

The National Traffic Control Centre collates information from all seven Regional Control Centres to provide information to travellers via strategic electronic road signs, telephone information lines, internet and traffic news media.

[www.highways.gov.uk](http://www.highways.gov.uk)

### **Hire Purchase Information (HPI)**

HPI have been checking the histories of used cars since 1938 and is now one of a number of companies offering similar services, providing private car buyers, car dealers, finance houses and the insurance industry with access to information on all UK registered vehicles.

When the fraudulent re-financing of motorcars was becoming a real problem, the six main lenders gathered data on their hire purchase agreements to ensure that people couldn't repeatedly use their cars as security for multiple loans. Today most manufacturers and dealers include HPI vehicle registration checks as part of their approved used car programmes.

As well as confirming whether a vehicle has outstanding car finance, is recorded as stolen, or has previously been written-off, HPI's used car check also confirms many other details, including the make, model, colour, door plan, and engine size. Data is checked against the description of the vehicle at the time of manufacture, protecting the interests of the motorist and helping dealers meet their legal obligations. HPI also access the National Mileage Register, the UK's largest database of mileages, to alert car buyers and dealers to potential mileage discrepancies.

The police first supplied HPI with data on stolen vehicles in 1947. In the 1980s they started to receive accident claims data from insurers and in 1992 HPI were appointed by the National Caravan Council to run CRiS, the National Caravan Registration Scheme. HPI also manage Boatmark.

In 2004 HPI was acquired by Norwich Union.

[www.hpi.co.uk](http://www.hpi.co.uk)

Other data providers offer similar services:

[www.aacheck.com](http://www.aacheck.com)

[www.carwatch-uk.com](http://www.carwatch-uk.com)

[www.traderdatasystems.co.uk](http://www.traderdatasystems.co.uk)

[www.uk.experian.com](http://www.uk.experian.com)

## **Home Office Scientific Development Branch**

A core part of the Home Office with a team of 200 scientists and engineers based at two sites in the UK, Sandridge in Hertfordshire and Langhurst in West Sussex, working to support the Home Office's key objectives. Their expertise is respected around the world, with police forces and security services regarding their work as a benchmark for quality, innovation and scientific integrity.

They support the Home Office's aim of building a safe, just and tolerant society through the effective application of science and technology, a key part of delivering Home Office objectives by supporting Ministers, the Chief Scientific Adviser and policy units.

They work in partnership with the Police Service, National Offender Management Service, Immigration and Nationality Directorate and other key stakeholders. Their work helps the Home Office achieve its key aims of protecting the public, reducing crime, especially drugs-related and violent crime, managing migration, countering terrorism and managing offenders.

## **Home Office Vehicle Crime Reduction Team**

The Home Office was responsible for reducing crime in line with the Government's Public Service Agreement Target 1 (PSA1). The current target runs through to March 2008 and provides for a reduction of 15% to be achieved in overall crime against a baseline of 2002/03; and more in high crime areas (against a baseline of 2003/4). There is not a specific vehicle crime target but as a high volume crime, vehicle crime plainly has a significant contribution to make to achieve the current PSA1 target.

Discussions are taking place within Government on the PSA1 target that will take the place of the existing one when it expires in March 2008. The expectation is that it will be published during the summer 2007.

[www.crimereduction.gov.uk](http://www.crimereduction.gov.uk)

## **Insurance Fraud Bureau (IFB)**

The Insurance Fraud Bureau coordinates direct action to optimise the disruption of organised and cross-industry insurance fraud by arrest and prosecution, civil actions, asset seizures and making life difficult for fraudsters to operate.

IFB activity will target those engaged in vehicle recovery and storage, accident management companies and claims farmers, engineers, solicitors, doctors and hire car companies committing serious high value cross-industry fraud.

Industry funded by its 38 members covering 98% of insurance industry in the UK the IFB central focus is intelligence gathering and the investigation of large scale organised cross industry insurance fraud using a Cheatline, and industry

intelligence sources. Data is collected with over 180 million records currently held on leading edge technology and software using cutting edge analytics.

Types of data shared: motor claims, personal injury claims, home claims, Motor Insurers Database (MID), Motor Insurers Anti Fraud and Theft Register (MIAFTR) including: names, addresses, dates of birth, bank account numbers and sort codes, telephone numbers, e-mail addresses, national Insurance numbers, written off and stolen car details. The data allows the IFB to link individuals, addresses and companies, policy details and named drivers.

IFB are able to share the above data with law enforcement under Sections 27, 28 and 29 Data Protection Act on a reciprocal basis.

[www.insurancefraudbureau.org](http://www.insurancefraudbureau.org)

### **Insurance Fraud Investigators Group**

A member's organisation dedicated to the reduction and prevention of insurance fraud, members include insurers, lawyers, loss adjusters and investigation agencies.

Established in 1999 when affiliated to the ABI Crime and Anti-Fraud Bureau, the organisation developed an independent identity in 2001 growing to more than 100 member organisations. Key aims include raising the profile of insurance fraud, provide a forum to discuss anti-fraud initiatives and techniques and sharing intelligence using National Intelligence Model standards. Networking opportunities and quarterly seminars also benefit members.

[www.ifig.org](http://www.ifig.org)

### **Intelligent Transport System UK (ITS)**

ITS was previously known as Telematics and is the combination of information technology with telecommunications, allowing 'on-line' information in all public and private sector areas. ITS can be applied to road, rail, air and sea transport to improve safety and security through 'real-time' information to drivers in their vehicles and by equipping the vehicle with computerised systems which assist the driver (e.g. theft prevention / 'track and trace') It also improves the efficiency of transport by use of electronic systems that improve traffic management and enforcement of traffic regulations. (Road Safety Cameras / ANPR and Electronic Vehicle Identification).

ITS UK is the UK association for the promotion of Intelligent Transport Systems (ITS) and as a 'not-for-profit' public/private sector association is financed by members' subscriptions. The membership, around 150 UK organisations, comprises Government Departments, Local Authorities, Police Forces, consultants, manufacturing and service companies, and academic and research institutions, comparing similar global activities. ITS UK provides a forum for all organisations to enhance the benefits that ITS can offer in

terms of economic efficiency, transport safety, and environmental benefits to the United Kingdom, whilst simultaneously expanding the ITS market.

There are 10 interest groups however the pertinent ones to vehicle crime reduction are the Enforcement and Security Interest Groups where specific interest is paid to all vehicular-related crime issues from minor roads policing offences to counter-terrorism. Current ITS UK's members include ACPO ITS, TISPOL, Sussex Police and the European Secure Vehicle Alliance with Strathclyde and Greater Manchester Police forces showing definite interest as prospective Members.

[www.its-uk.org.uk](http://www.its-uk.org.uk)

### **International Association of Auto Theft Investigators (IAATI)**

IAATI was formed in the USA in 1952 to improve communication and coordination among the growing family of professional auto theft investigators. It has grown to 4,250 members representing over 35 countries and includes representatives of law enforcement agencies, insurers, and government agencies as well as many others with a legitimate interest in auto theft investigation, prevention and education.

Organised into chapters in the USA and Canada and branches around the globe, the vast majority of the members are located in the USA. The UK Branch with 370 members, European Branch (270 members) and Australasian Branch (200 members) complete the organisation. The organisation is managed by an Executive Board made up of past presidents and elected members from the various chapters and branches.

Principal membership benefits include an annual training seminar usually held over four days in the USA, a quarterly magazine and networking opportunities. The three branches outside the USA also organise an annual seminar popular with practitioners, serving officers, insurers and others.

A branch was established in Europe in 1990. However UK members identified an opportunity to contribute to the government driven VCRAT programme and split from the rest of Europe at the beginning of 2001.

IAATI UK now organise and deliver the annual National Vehicle Crime Conference, offer an autumn training weekend and have recently been granted 'Approved Centre' status by the Institute of the Motor Industry to design and deliver a Quality Assured Award (QAA) standard Autocrime Investigators Programme for police officers and others with a genuine interest in reducing vehicle crime.

IAATI UK also publishes Vehicle Identification Numbers Guides valued by vehicle examiners and investigations.

[www.iaati.org.uk](http://www.iaati.org.uk)

## **International Vehicle Crime Reduction Team Initiatives**

As the UK considered its VCRAT programme, four other nations were also launching similar initiatives, the Netherlands, South Africa, Japan and Australia.

Officials were kept informed of progress elsewhere and consequently much of the work undertaken proved to be similar. That said, Australia and South Africa ran successful pilot schemes with whole of vehicle marking (parts marking) currently of interest in Europe and South Africa in particular dealt with a significant amount of violent crime (car-jacking).

Information from Japan was more difficult to acquire. However it is known Japanese officials have visited the UK, and more recently contacts developed through SOCA have opened lines of communication with Japan.

### **Interpol**

An officer dedicated to organised vehicle crime based at Interpol Headquarters, Lyon co-ordinates Interpol's support to vehicle crime investigations worldwide. This officer, currently seconded from the German Police, also manages the FORMATRAIN project and oversees the Interpol i24/7 stolen motor vehicle database with records submitted and checked by 186 countries.

Project FORMATRAIN – an acronym derived from FORMAtion and TRAINing – assists investigators with information on vehicle and document identification, investigative strategies, techniques and tools, databases, legal preconditions, etc. The aim of the project is to create a standardised training programme to facilitate investigations of international cases of vehicle theft through basic, intermediate and advanced courses, to train the trainers and to take advantage of Interpol's global network to share expertise. Representatives from Australia, Belgium, Finland, Japan, Germany, the United Kingdom, the United States and Zimbabwe have attended working group meetings.

The working group of Project FORMATRAIN has prepared a basic manual for fighting vehicle crime. This should provide some assistance to investigators without previous experience in this area.

In 2002-2003 the working group prepared a vehicle crime-related questionnaire translated in all four official Interpol languages. This questionnaire was distributed to gather relevant information about the scope of vehicle crime in every member country, the training situation and training needs.

Interpol also maintains a diary of vehicle crime training seminars and national Autocrime trainers.

In 2006, the working group re-circulated the vehicle crime-related questionnaire. The replies have been analysed by Interpol's criminal analysis unit and the secure Interpol website has developed as an information platform for vehicle crime investigators.

Interpol's Automatic Search Facility Stolen Motor Vehicle database (ASF i24/7 SMV) contains data on stolen motor vehicles from Interpol member countries, who circulate vehicles via their National Central Bureau (NCB). In the UK stolen vehicles are automatically forwarded to Interpol by PNC. Enquires regarding specific vehicles are dealt with by the UK NCB, at SOCA Spring Gardens.

On 31<sup>st</sup> December 2006 the i24/7 system held records on 3,677,898 outstanding stolen vehicles from 106 countries. During 2006 3,232,710 searches were conducted by 148 countries resulting in 33,701 hits. Note: Hits do not necessarily result in a vehicle recovery.

### **Metropolitan Police Driving School**

The Metropolitan Police Driving School, Technical Training Wing has been the "home" of the National Autocrime Course since the mid 1970's. The course had a major overhaul and re-write in April 2006 and was fully accredited by the Institute of the Motor Industry (IMI) in early May 2006. The course is open to all police officers, police staff and others subject to management approval.

The comprehensive training, delivered by experienced and knowledgeable instructors, covers vehicle examination using the extensive facilities at Hendon and other Metropolitan Police facilities. The training also covers document examination, commercial databases, salvage and other specialist legislation, stakeholder organisations, use of the Police National Computer and the restoration of erased identification numbers.

[www.met.police.uk](http://www.met.police.uk)

### **Motor Insurance Information Centre (MIIC)**

Since 2003 all insured vehicles' details are captured by the Motor Insurance Database, operated by the Motor Insurance Information Centre (MIIC), and subsidised by the MIB. The Motor Insurance Database was set up by the insurance industry to help combat crime, and is now helping the UK comply with the 4th EU Motor Insurance Directive, which requires that insurance details of all vehicles in member states can be easily accessed by a national information centre.

Details are passed to Police via the Police National Computer to support enforcement action against the uninsured driver.

[www.miic.org.uk](http://www.miic.org.uk)

### **Motor Insurance Repair Research Centre Thatcham**

The Motor Insurance Repair Centre, Thatcham, was established by British Insurers in 1969 as a not for profit organisation to improve vehicle safety and security, reducing costs for motorists and their insurers.

Thatcham, as it is better known, focuses on repair technologies, vehicle safety and security, group ratings, crash testing and repair times and methods.

Thatcham's pioneering work with vehicle and equipment manufacturers and police has resulted in real reductions of vehicle crime in the UK, and its testing regime is considered one of the most rigorous in the world.

New models are tested against the New Vehicle Security Assessment (NVSA) and Thatcham work closely with the police to ensure tests are relevant and challenging. A group of experienced police practitioners advise engineers during regular liaison meetings.

To tackle the new trend of key theft, Thatcham worked with police and other partners to develop a range of technologies, one of which led to the introduction of the Thatcham Category 5 Criteria for after theft recovery systems.

These criteria allow the fitting of insurance industry approved systems to vehicles that will have a direct effect on vehicle crime. It is not only the device in the vehicle that is subject to the criteria. For the first time, a Thatcham Category applies to the entire system - design, installation, maintenance and operation, with quality and security requirements being set and audited at every level.

Thatcham also hosts the annual Home Office supported British Insurance Car Security Awards to recognise manufacturers producing the most secure cars, thus raising customer awareness.

To support law enforcement agencies with vehicle identification, Thatcham produces TVIS, the Thatcham Vehicle Identification System, a CD-Rom based resource, providing officers with details on the format and locations of manufacturers' identification markings.

The Thatcham Police Liaison Directory, a list of police and vehicle manufacturer contacts, previously maintained by Thatcham is now updated by John Penn of the Metropolitan Police ([john.penn@met.police.uk](mailto:john.penn@met.police.uk))

[www.thatcham.org](http://www.thatcham.org)

### **National Plant & Equipment Register (TER)**

TER is a database of owned and stolen plant and equipment. TER assists the police and law enforcement agencies with the identification and recovery of stolen plant and equipment on behalf of owners, primarily insurers. TER operates 24/7 and provides this service free for the police and law enforcement agencies.

TER is a privately owned organisation. The principal shareholder is the same as that of the Art Loss Register (ALR), together with a shareholder of Control

Risks Group. Some ALR staff are Metropolitan Police Special Constables in the Art and Antiques Squad, and TER is exploring this concept for plant and equipment crime support.

TER is funded by selling recovered stolen equipment on behalf of owners and insurers, from TER registration fees, and from TER Checks - pre-purchase checks on equipment. Since 1995 more than 1,600 equipment items have been recovered by TER with a value in excess of £10M.

TER offers police checks of identification numbers against theft and ownership records 24/7, guiding officers to the location of numbers on a variety of machines and equipment. TER produces a pocket guide on Plant Identification using data supplied by manufacturers, owners and hirers, insurers and loss adjusters, and Police. PNC Plant File data is manipulated and cleansed monthly by TER before being added to the TER database.

TER also provides assistance with intelligence development using i2 Analysts Notebook, crime reduction advice, provides opportunities for theft registration and assists with international operations.

[www.ter-europe.org](http://www.ter-europe.org)

Buckley Scott Associates

Chartered Loss Adjusters Buckley Scott founded in 1999 provides a specialist service to the construction insurance industry, and like TER also receive a download of the PNC stolen plant file which they merge with industry data.

Buckley Scott encourages enquiries from Police to identify and trace suspect / stolen plant.

[www.buckleyscott.com](http://www.buckleyscott.com)

### **Port Police Chief Officers' Association.**

The following eight Port Police forces are members of the Port Police Chief Officers Association, Belfast Harbour Police, Port of Bristol Police, Port of Dover Police, Port of Liverpool Police, Port of Tilbury Police, Port of Felixstowe Security and Port Police Unit, Tees and Hartlepool Police, and Teesport Harbour Police.

### **Bristol**

The Port of Bristol Police is a non-Home Office Force of uniformed, warranted officers dedicated to protecting the port complexes and business community situated at the mouth of the River Avon on the border between Bristol and Somerset.

Bristol is one of the main car handling ports of the UK and has extensive car storage facilities. The Port Police are in regular contact with Avon & Somerset

Constabulary for the mutual exchange of intelligence. The Port Police has a representative attending regional traffic intelligence forums and hosts a liaison group with vehicle importers which Avon & Somerset Police officers frequently attend.

The Port has recently invested in the introduction of ANPR at its entrance gates. They anticipate that when fully operational this will be a significant step forward in identifying stolen vehicles entering the Port. There is a fixed automated Tracker Unit at Avonmouth Dock and a mobile Tracker unit in one of the Port Police marked patrol vehicles.

### **Felixstowe**

The Port of Felixstowe is the largest container port in the UK handling over 3 million twenty-foot units per year. The Port also has one roll-on roll-off (Ro-Ro) terminal handling 230k trailers per year.

Stolen vehicles are found being imported and exported through Felixstowe in containers. The Port Police Unit has 3 vehicles fitted with the Tracker stolen vehicle recovery system.

All investigation and prosecutions are passed to the Suffolk Constabulary Port Unit. The Port Police Unit and the Suffolk Constabulary Port unit work closely on detection and intelligence in relation to vehicle crime.

### **Dover**

Port of Dover Police have access to the ANPR system at Dover (funded jointly by the Police and Customs) which checks all out bound traffic against live PNC and all inbound traffic against PNC extract updated every 24 hours. The force respond to all PNC ANPR activations within the port and also on occasions use the local database facility to upload vehicles of interest.

They have recovered numerous stolen vehicles, caravans and plant.

### **Liverpool**

The Port of Liverpool Police working in conjunction with partner agencies, Merseyside Police Stolen Vehicle Squad and Special Branch, Truckpol and Eurowatch, have been involved in various operations including 'Stairway', and 'Plinian'.

They maintain regular contact with Shipping Agents and Ship Brokers to ascertain specific details of any vehicle movements throughout the Port of Liverpool.

Relationships are well established with The Equipment Register (TER) and the National Caravan Registration Scheme, (CRIS). In addition regular operations on the movement of heavy plant and machinery are carried out and the Force awaits the introduction of CESAR Plant Theft initiative.

## **Teesport**

The Harbour Police at Teesport provide a 24-hour presence on the port estate, regularly stopping and checking vehicles entering or leaving the port.

Patrols are supported by CCTV which is monitored and controlled within the port and which includes ANPR cameras.

All manifests for cargo units leaving the dock are checked and validated before cargo is loaded onto ships or released to the road. Working with HM Customs, anything deemed suspicious is removed for further examination.

## **Tilbury**

Port of Tilbury Police pro-actively police the export of vehicles from the UK, and have supported cross border operations including 'Plinian' and 'Stairway' working closely with NCIS.

Port of Tilbury Police, like other designated Port Police Forces, receives no government funding and is frustrated by the disappearance of the Standard Shipping Note; considerable resources are now required to identify the contents of container traffic.

With the creation of SOCA, Port of Tilbury Police would welcome greater liaison with law enforcement agencies to facilitate the recovery of stolen vehicles located in foreign ports.

## **Road Haulage Association**

The Road Haulage Association (RHA) provides dedicated campaigning, advice, information and business services specially tailored for the haulage industry.

The RHA organise member events and training, and maintain a number of special interest groups including a security committee. The RHA also contributes to the JAGOLT working group.

[www.rha.net](http://www.rha.net)

## **Serious Organised Crime Agency (SOCA)**

SOCA targets significant criminals impacting on the UK using a variety of innovative, high technology and traditional intelligence gathering and enforcement tactics.

Whilst SOCA passed many of the responsibilities previously performed by the NCIS Organised Vehicle Crime Section to the ACPO Vehicle Crime Intelligence Service in December 2006, SOCA maintains an overview of significant criminals involved in vehicle crime.

## **Society of Motor Manufacturers and Traders (SMMT)**

The SMMT Technical department contributes to a number of working groups that meet on a regular basis to deal with issues and topics that concern both motor manufacturers and component manufacturers. They also host a number of interest groups whose aim is to keep SMMT members up to date with developments and topics associated with the relevant group's interest.

Security issues are dealt with by the Vehicle Security Working Group and the Vehicle Security Interest Group. The remit for the working group is broad in as much as it looks after all the technical issues and topics relating to vehicle security. This would include contact and liaison with the Department of Transport, the Home Office, the Association of British Insurers, and the police, as well as representing their members internationally with regards to European regulations and legislation.

Members of the group include nearly all the UK Vehicle manufacturers together with a number of component manufacturers who have an interest in security, which in general enables the industry to present a united opinion on issues that affect it.

There is also a liaison group with members from The Motor Insurance Repair Research Centre, Thatcham, SMMT, and the ABI which meets regularly to resolve issues relating to vehicle insurance and security.

[www.smmt.co.uk](http://www.smmt.co.uk)

## **Sold Secure**

Sold Secure is a company dedicated to theft reduction by assessing a range of security products. The company was established in 1992 by Northampton and Essex Police with Home Office support and is now administered by The Master Locksmiths Association.

Sold Secure provides test and assessment services of effective security products to commercial customers, the insurance industry, the Home Office, the Police and the public. Manufacturers and suppliers can apply to have their products approved by Sold Secure and, if accepted, may display the Sold Secure Quality Mark. Information is then circulated to crime reduction officers, insurers, the media, Home Office and public free of charge.

[www.soldsecure.com](http://www.soldsecure.com)

## **Vehicle Operator Services Agency (VOSA)**

VOSA provides a range of licensing, testing and enforcement services with the aim of improving the roadworthiness standards of vehicles ensuring the compliance of operators and drivers, and supporting the independent Traffic Commissioners.

VOSA participate in an international intelligence network, working in partnership with all government law enforcement agencies. Within the UK VOSA have Intelligence officers located strategically to develop intelligence to a level where it is passed to Investigation Teams for casework to take place.

VOSA operate a Targeting Framework system, this is totally compliant with the National Intelligence Model (NIM) and enables intelligence and information exchanged between other law enforcement agencies.

VOSA operate Investigation Teams at Area (Level 1), Regional (Level 2) and National (Level 3) levels, in line with the National Intelligence Model (NIM).

Regional Investigation Teams are tasked to investigations that cannot be resourced at Area level. These teams frequently work together with government law enforcement agencies and are able to offer their expertise in complicated investigations involving fatal collisions, drivers' hours and all aspects of commercial vehicle use.

The Single Vehicle Approval (SVA) scheme is a pre-registration inspection for cars and light goods vehicles that have not been type-approved to British or European standards, the main purpose of the scheme is to ensure that these vehicles have been designed and constructed to modern safety and environmental standards before they can be used on public roads.

[www.vosa.gov.uk](http://www.vosa.gov.uk)

### **Vehicle Security Data Group (VSDG)**

The Vehicle Security Data Group is a working party of individuals and organisations involved in the security, access and the use of vehicles security data. This concerns motorists, dealers and services centres that have lost the vehicle's keys or where vehicle security systems have malfunctioned, regaining use of a vehicle. Typically this involves cutting new keys and reprogramming the vehicle's security systems to recognise the new keys. The aim of the group is to achieve an industry standard for the secure storage of vehicle security data (key numbers, immobiliser codes, radio codes and the like) and the release of such data, when appropriate, within a controlled environment. In addition the probity of both companies and individuals involved in the control of and access to such data also comes within the remit of the group.

Membership includes Police, Vehicle Manufacturers, Auto Locksmiths, Data Storage Companies, Recovery Services, Governmental Departments, Insurance Industry and the Manufacturers of Automotive Diagnostic Equipment, together with an Independent Chairman.

### **Vehicle Security Installation Board (VSIB)**

VSIB is the national regulatory, inspection and accreditation body for installers of electronic security and other systems to vehicles in the after market. It is a non-profit-making, independent body which was set up in 1994 by insurers,

security manufacturers, vehicle manufacturers, Police and other interested parties with the support of the Home Office. At that time there was no supervisory body and no guarantee that security installations were being undertaken properly by companies.

It is the role of the VSIB to ensure that systems are installed by persons who are competent to do so in the interests of vehicle and public safety, and to assist in the fight against vehicle crime. This is achieved by enforcing a strict Code of Practice which sets out standards that must be met by vehicle systems installers and the installations they undertake.

Installation companies meeting those standards are granted accreditation and continue to be inspected every year, while their work can be monitored through random checks. Their customers receive a VSIB certificate of installation embossed with a special stamp bearing the installer's unique accreditation number. The certificate may attract extra motor insurance premium discount as it is a guarantee of fitting standards, backed by the VSIB's formal complaints procedure.

The success of the VSIB has led to the Code of Practice being extended, and it now includes tracking systems, motorcycle security, HGV security, Plant security, in-car entertainment, two-way radios and telephones, and tow bars.

VSIB is also the accreditation body for installers of Category 5 systems.

The VSIB provide a network of accredited installers throughout the UK vetted and working to high standards, offering impartial advice and best practice, independent inspections of vehicles and their security installations with full reports, information from certificates of installation is stored on the VSIB's database and can be verified by calling VSIB on 01708 340911.

Installation companies' credentials/accreditation status can also be checked by calling VSIB.

A secure database of Thatcham Category 5 certificate information will shortly be accessible to Police via password on the VSIB web site.

The VSIB welcomes the opportunity to work with police and others in the detection of fraud and vehicle crime in general, whilst continuing to raise, maintain and enforce standards.

[www.vsib.co.uk](http://www.vsib.co.uk)

## **What Car?**

Until recently What Car? published annual car security reports, organising assessments and attack testing on a range of vehicles. These tests were conducted by Ron Cliff, a senior member of the Master Locksmiths Association and regarded as an UK expert on vehicle security systems.

[www.whatcar.co.uk](http://www.whatcar.co.uk)

## 4. Products

### Datatag

Formed in the early 1990's to combat motorcycle theft, Datatag is a subsidiary company of Mitsui of Japan. The company provide a variety of property marking products for motorcycles and other markets including scooters, all terrain vehicles, personal watercraft, bicycles, and construction equipment.

Marking products consist of electronic transponders (tags), micro-dots, etching stencils and tamperproof decals. Transponders are read with hand-held scanners provided by Datatag to law enforcement agencies free of charge.

The company provide a 24/7 service to police with access to computer records maintained to meet various data handling standards demanded by UK police forces, including ISO 9000-2000 and accreditation by ACPO CPI Ltd.

In April 2007 Datatag launched the CESAR plant equipment marking and registration scheme on behalf on the Construction Equipment Association (CEA) providing permanently marked plant, parallel registration with the DVLA's off road register and a 24/7 call centre.

[www.datatag.co.uk](http://www.datatag.co.uk)

### Europlate

The European Registration Plate Association was formed in 1972 and currently has some 350 paid-up members in 30 countries world-wide, many of whom collect plates, and many who collect photographs. Europlate publishes a quarterly newsletter and has published five books on the subject. A biennial convention was held in Barcelona, Spain, over Easter 2006, and the next will be over Easter 2008.

A useful publication **Registration Plates of the World** (2004) was written by Neil Parker and John Weeks, respectively the Secretary and Editor of Europlate; this is now in the process of being converted into a web site. In 1999 Interpol commissioned Parker and Weeks to produce a definitive guide covering Europe and the Mediterranean. Regrettably, this ceased publication in 2005. Europlate members will assist law enforcement agencies identify foreign plates.

[www.europlate.org](http://www.europlate.org)

### Eurowatch

EUROWATCH is an innovative multi-country service that addresses escalating crime against vehicles and freight throughout Europe. It helps drivers and owners contact the police when a crime occurs at home or

abroad. Coverage extends to Western, Central and Eastern Europe and parts of the Russian Federation.

'EUROWATCH Auto' is designed to help fight the growth in crime against passenger cars across Europe. It works by connecting the 'Stolen Vehicle Tracking' data provided by the in-car telematics systems direct to police.

EUROWATCH provides 24-hour contact to police across Europe in the event that a car is stolen when abroad or stolen and taken out of its home country. The service has an excellent track record of recovering stolen cars and helping police to arrest car thieves.

[www.eurowatchcentral.com](http://www.eurowatchcentral.com)

### **Hills Numberplates Ltd**

Hills Numberplates who supply more than three million pairs of plates a year, have devised a numberplate which can not be removed within three minutes - a requirement of the DVLA standard for anti theft plates.

Using patented technology, Hills, who have been developing the theft resistant plates for the past two years, are the first company to meet the DVLA standard set up to give motorists' independent assurance of quality.

Tested by Sold Secure - security experts were not only unable to dislodge the theft resistant plates within the three minute timeframe, but the plates were completely irreparable when eventually removed.

Car ID theft and cloning is a growing problem in the UK - and regularly leads to further illegal activity, as stolen plates are often used to disguise the identity of another vehicle.

More than 30,000 pairs of numberplates were reported stolen in 2004, with many plate thefts being used for serious crime activity. It is hoped these new anti theft plates will go a long way in targeting the problem.

[www.hillsnumberplates.com](http://www.hillsnumberplates.com)

### **i-mob**

With key theft representing the vast majority of late model vehicle thefts and 'car-jackings' in the UK now running into hundreds of cases each year, i-mob products offer suitable protection for vehicles including some features that are unique to the UK insurance approved market. They are available for cars, commercial vehicles, motor bikes, plant and machinery, boats and caravans.

Many long standing products previously approved for insurance purposes are now seen as outdated and unable to combat today's methods of stealing vehicles.

A major upgrade to the standards was required if insurers and owners could have confidence in the products they requested or purchased. This occurred

in 2006 and changes the market place considerably for 2007 and the years ahead. In response to these concerns, Thatcham implemented a new standard for Tracking and Security systems known as Thatcham Quality Accreditation or 'TQA' for short. 'TQA' was launched on the 12th January 2007 and simultaneously the previous, long standing, 'Q' list has been abandoned.

On the 1st November 2006, i-mob became the first manufacturer of security and tracking products to be awarded TQA accreditation. To obtain an understanding of a variety of cutting edge solutions to vehicle theft and recovery available from a range of system providers, visit the web sites:

[www.i-mob.co.uk](http://www.i-mob.co.uk)

[www.navtrak.com](http://www.navtrak.com)

[www.iris-technology.co.uk](http://www.iris-technology.co.uk)

[www.uk.vdo.com](http://www.uk.vdo.com)

### **MightyDot**

A global company with the parent company, DataDot Technology Limited, based in Australia and backed by major subsidiaries in UK, USA, and South Africa with additional distributors around the world.

Since MightyDot is a global product a range of brand names are used, depending on the geographic area. In Europe these are MightyDot, DataDotDNA, DNA Program, Securmark and Eurodot. In the rest of the world they use the brand names DataDot and DataDotDNA.

MightyDot is an anti-theft/property protection system based on microdots encoded with a unique identity, suspended in a high-tech adhesive into which a UV marker is added. Additionally, the product now has a digital nanotechnology trace to confirm manufacturing provenance. This provides easy application to any type, age, make or marque of vehicle – from bikes through cars to commercial vehicles and Plant & Equipment.

Mightydot contribute to the SMMT Vehicle Security Working Group and UK Aftermarket Committee. The product addresses ringing and cloning, improving the effectiveness of roadside stops complementing ANPR, using VIN-based microdots recorded at DVLA.

[www.datadotdna.com](http://www.datadotdna.com)

### **Retainagroup**

Retainagroup's mission is to provide professional, safe and simple-to-apply systems for marking vehicles and other valuable property, backed by a

comprehensive registration and verification service through the International Security Register (ISR).

The visible marking incorporates a unique identification code, and the phone number of the free 24-hour, 365-day verification service for police and public use. The system is currently provided by 12 motor manufacturers with all the new vehicles they sell in the UK - approximately 600,000 a year.

Retainagroup also receive PNC LOS data and this information is integrated into the ISR. The ISR holds data on some ten million vehicles. The system also protects a wide range of valuable property including computers, laptops, mobile phones, TVs, videos and cycles.

Services to Police include: Phone, SMS and internet searching of the ISR database, Porexam system, PNC data analysis, specific vehicle or vehicle type alerts, historical records and data searches; In-depth vehicle data searching, vehicle security data, Police orientated marking and registration products and pricing; Information posters on vehicle marking and the Porexam scheme, dedicated police liaison manager, evidential statements and court attendance if required; visits to the ISR and demonstrations of the system, its versatility and practical uses in police investigations.

Corporate Membership includes the Society of Motor Manufacturers and Traders (SMMT), the British Security Industry Association (BSIA) and the Motorcycle Action Group (MAG).

[www.retainagroup.com](http://www.retainagroup.com)

### **Selectamark**

Selectamark Security Systems PLC are a privately owned company trading since 1985. As members of the BSIA (British Security Industry Association) they are an ISO 9001 2000 quality approved supplier, meeting all data handling standards with products covered by a Secured By Design Licence.

They supply a whole range of identification products including etching compounds and stencils for windows and equipment, tags for covert identification, forensic marking chemicals, microdots, UV lights and document examination equipment, UV sprays, pastes and powders. All owner details are held on their approved database.

Selectamark are the technology providers to several companies working within the automotive area, including all UK and imported caravans, a majority of motor homes and boats through the 'Boatmark' scheme. All data relating to these schemes is held by HPI.

Selectamark also run Bikeregister.com, an on-line bicycle registration scheme which can register only, register and mark or register mark and tag bicycles.

They also sell a wide variety of tamper resistant labels, Tesa labels and labels containing Selectamark permanent marking. They also supply window etching to JCB for their plant equipment, and forensic marking and window etching to the general public as retail kits.

The company employ a Police Liaison Manager who will support police in identifying and tracing property and offer special pricing to police for products for schemes within the community policing area and local authority partnerships.

[www.selectamark.co.uk](http://www.selectamark.co.uk)

### **SmartWater Technology Ltd**

SmartWater is an Official Police Accredited Organisation with 'Secured By Design' accreditation from ACPO CPI. It possesses a wide range of other accreditations and standards to ensure quality and reliability of its products and systems. Founded by Phil Cleary, a former police officer and his chemist brother Mike, SmartWater has a proven track record of sustainable crime reduction and detection for a whole host of crimes especially theft from and of vehicles.

SmartWater Index is a revolutionary forensic coding system that uses forensic science to deter car thieves whether they are considering stealing the vehicle or its contents. Containing a unique DNA-style code, SmartWater Index is a low pressure spray system that can be quickly and easily installed in any type of vehicle.

The system is triggered when an unauthorised person enters the vehicle spraying the intruder with SmartWater forensic solution. Although harmless, the solution will remain detectable on skin or hair for weeks after the event and will stay on clothing and footwear indefinitely. Invisible to the naked eye, SmartWater glows under ultraviolet light. The system has caught a number of prolific thieves who target vehicles. Used as part of the 'SmartWater Strategy', which includes waging a psychological warfare against criminals, it has a track record of reducing car crime to great effect.

SmartWater also has a product marking system that can be used to mark internal and external parts of vehicles including satellite navigation systems. In addition, SmartWater also possess covert marking systems for exclusive use by the police.

SmartWater employs dedicated Police Liaison Officers who provide free on site support and are available to discuss strategy, deployment and 'best practice' to ensure maximum effect of the SmartWater strategy and products. They provide free training and strategy planning and also ensure rapid free analysis by SmartWater in-house scientists at their national laboratory in Telford.

[www.smartwater.com](http://www.smartwater.com)

## **Thiefbeaters Theft Solutions Ltd**

Thiefbeaters provide specialist theft deterrent solutions to protect a wide range of property.

The company offer bespoke marking and registration products used on plant, caravans and trailers, all independently tested by Thatcham. From 2006 all Adria Motorhomes were all marked with Thiefbeaters products which includes a unique TB number stamped, etched and engraved into 20 – 40 different locations, plus electronic tags and microdots. Photographs taken at the time of marking and the location of overt markings are included on a registration document which is left with the owner.

[www.thiefbeaters.plus.com](http://www.thiefbeaters.plus.com)

## **Tracker Network**

Tracker Network (UK) Ltd commenced trading in 1993 and is widely acknowledged as a leading stolen vehicle tracking equipment provider. Tracker products are used by all UK police forces.

The company offer a range of products to recover stolen vehicles and offer fleet management solutions, either using police vehicles, or GPS / VHF technology.

The company also employ Police Liaison Managers to assist forces with stolen vehicle tracking and covert operations.

[www.tracker-network.co.uk](http://www.tracker-network.co.uk)

A range of other equipment / service providers offer vehicle tracking and fleet management solutions using cutting edge technologies. More than any other, the Telematics industry is able to assist transport operators and police in the fight against crime. All Telematics systems that provide location data in latitude and longitude format can provide data capable of recovering stolen vehicles and increasing arrests.

## **Vinfinder**

Vinfinder is a market leading product combating vehicle theft and fraud decoding vehicle manufacturer's identification numbers.

Vinfinder was designed to support finance houses, insurers, Police, HM Custom and Excise and the motor industry. The service provider APAK is an established supplier of specialist financial systems to major financial institutions.

[www.vinfinder.com](http://www.vinfinder.com)

## **WPC Software Ltd. (WPC)**

WPC is a software solutions supplier supporting the public and private sectors since 1988. Clients now include police forces, local authorities, fire and rescue services and banks. Software and intranet products cover a wide range of applications, from firearms and liquor licensing to missing persons and stolen vehicle administration.

WPC's Easy Link Vehicle Information Suite comprises 2 main modules: -

ELVIS – Police Forms - a powerful software package designed to help officers manage the complex administration of vehicle information and input details on the Police National Computer (PNC) more efficiently; and

ELVIS - Vehicle Recovery - an exciting development from WPC to help organisations manage the overwhelming problem of uninsured, crime, RTA and other vehicle recovery operations.

The original police forms module covers all aspects of vehicle crime from stolen reports to HO/RT2 statements, Section 59 warning and seizures to information markers, external enquiries to maintaining lists of registered businesses. ELVIS Police Forms also provides full automation of PNC vehicle updates including re-synchronisation following times of PNC unavailability.

The new vehicle recovery module has been designed to tackle the problems associated with the growing number of vehicles needing to be removed from the nation's roads. ELVIS Vehicle Recovery module joins the efforts of the police and the vehicle recovery operators into one system available to all and greatly increases the efficiency of the operation and the audit ability of the information.

Current police users for ELVIS – Vehicle Recovery are the Metropolitan Police, Northamptonshire Police, Staffordshire Police, West Midlands Police, and Humberside Police.

Other organisations also use ELVIS – VR for their abandoned vehicle schemes. These include Liverpool Direct Ltd – on behalf of Liverpool City Council, South Wales Community Safety Partnership – for use by Cardiff County Council

Current users of ELVIS – Police Forms are Merseyside Police, Devon and Cornwall Constabulary, and Humberside Police.

[www.wpcsoft.co.uk](http://www.wpcsoft.co.uk)