

Auto Theft Today

A PROFESSIONAL E-NEWSLETTER BY THE INTERNATIONAL ASSOCIATION OF AUTO THEFT INVESTIGATORS

VOLUME 3 ♦ ISSUE 3 ♦ JANUARY 2016

this issue

IAATI Websites p.2

Board and Committee Update p.3

Branch and Chapter News p.8

Sponsor Spotlight: XHAUSTR p.13

In the News p.14

Training Seminars p.38

IAATI Corporate Partner Program p.40

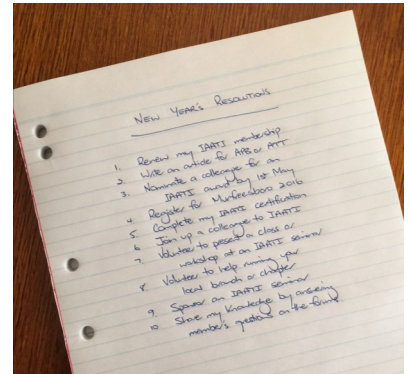


Happy New Year!

As we welcome in a new year it is often a time to reflect on ways we can make positive changes to our lives by setting new year's resolutions. These may include exercising more, losing weight, giving up smoking, etc. While these are all worthwhile ambitions they often fail after a few weeks, particularly when we return to our busy work environments.

One hint to achieving your resolutions is to set small goals that can be readily accomplished yet help you head in the right direction. Another is to write them down, place them somewhere you will see them every day, then tick them off as you achieve each one. Here are 10 resolutions that I encourage you to consider:

1. *Renew your IAATI membership*
2. *Write an article for Auto Theft Today or APB*
3. *Nominate a colleague for an IAATI Award by 1st May*
4. *Register for the 2016 International Seminar in Murfreesboro, Tennessee*
5. *Complete an IAATI Certification*
6. *Join up a colleague to IAATI*
7. *Volunteer to present a class or workshop at an IAATI event*
8. *Volunteer to help with the administration of your local branch or chapter*
9. *Sponsor an IAATI event*
10. *Share your knowledge by answering member's questions on the IAATI forums.*



2016 will be an exciting year for IAATI, our members and corporate partners. The first few months will feature: the Latin American Branch's inaugural Annual Training Seminar; the launch of the new IAATI website; and Interpol's 2nd Global Conference on Vehicle Crime in Thailand. The Interpol Conference is being sponsored by IAATI and will provide a valuable opportunity to raise our profile in Asia. Yes, some organizations may still face budget cuts and auto theft squads may come under further pressure as other crimes are given higher priority. However, there will be many positives throughout the year if we all help each other.

I encourage you all to consider your new year's resolutions and ensure you play an active part in IAATI's activities during the year.

Chris McDonold, Editor

Auto Theft Today



Editor: Chris McDonald

Editor: Christopher T. McDonald

Email: enews@iaati.org

Auto Theft Today is an official e-newsletter of The International Association of Auto Theft Investigators (IAATI).

Any articles included in this newsletter express the views and opinions of the authors and do not necessarily represent the views and opinion of IAATI.

All rights reserved worldwide.

No portion of this publication can be reproduced, in whole in or part, without the express written permission of IAATI.

This newsletter is designed to provide the reader with links to the related information. Click on pictures or links to see more information. The inclusion of a link does not imply the endorsement of the site.

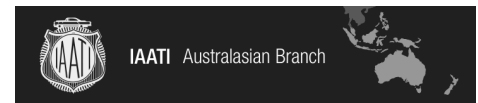


IAATI's Branch and Chapter Websites

Branches:

Australasian Branch

iaatiaus.org



European Branch

eb-iaati.org



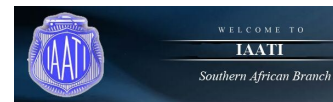
Latin American Branch

iaatilatam.org



Southern African Branch

iaatisab.co.za



United Kingdom Branch

<http://www.iaati.org.uk/>



Chapters (North America/Canada)

North Central Regional Chapter

ncrc-iaati.org



North East Regional Chapter

neiaati.org



South Central Regional Chapter

tavti.org



South East Regional Chapter

seiaati.squarespace.com



Western Regional Chapter

wrciaati.org



BOARD & COMMITTEE UPDATES

- The **Education/Training Committee**

This is an exciting time for the Education and Training Committee as we are undertaking a review of the current exams offered to members for the IAATI certification purposes. This is a monumental task which needs to be undertaken to assure our certification process is up to date and relevant to our international membership. The committee intends to design a basic certification test which will reflect the motor vehicle standards and investigative techniques of the testing member's country. As you proceed to the advance test it will incorporate investigative techniques and motor vehicle standards from across the world. The final level of IAATI certification (Master level) would draw on material related to international motor vehicle smuggling, insurance fraud, title fraud and organized criminal involvement in motor vehicle crimes. Our primary goal is to increase the number of IAATI certified members and to have outside organizations recognize the value of IAATI certification. The committee understands that this is a long term process and the changes at first will be incremental beginning with the update to the current basic certification test.

While the testing process is a large undertaking the committee is also working on a 1-2 day training seminar for areas of the world without access to motor vehicle crimes training. The committee is working on a curriculum that could be taught by IAATI members in areas where this training would be beneficial. We would also take advantage of the opportunity to increase IAATI membership in areas where IAATI is currently under or not represented.

If you have questions regarding the certification process or would like to participate in working on the testing or training class process, please email Bill Johnson at WHJohnson@iaati.org.

Submitted by Bill Johnson, Chair, Education and Training Committee

- The **Information Technology Committee** has signed a contract with Wilson Design Associates to develop the new iaati.org website. Wilson Design Associates are a UK based company who have been responsible for the development of the successful European Branch website. Their experience and understanding of IAATI needs was one of the major factors behind their selection. It is hoped that the IT Committee will receive the initial designs for approval later this month and the first stage of the website redevelopment will be ready for launch with three months.
- The **Asian Development Committee** is pleased to announce that IAATI is sponsoring Interpol's 2nd Global Conference on Vehicle Crime, 16—18 February in Bangkok, Thailand. IAATI is proud to be support this event which will significantly increase IAATI's profile amongst law enforcement in Asia. See the article on page 4 for more details.
- The **Marketing Committee** has released it latest **Corporate Partnership brochure**. The Corporate Partner Program offers companies the unique opportunity to:
 - support IAATI's activities in the development and education of professionals involved in the fight against vehicle crime
 - assist with the provision of face to face and on-line training,
 - facilitate the development of local, national and international networks across agencies and industries.

In addition the Corporate Partner program also offer opportunities for you to forge special relationships with IAATI members and create a dialogue with the membership through an array of marketing and promotional elements.

If you are interested in becoming a Corporate Partner with IAATI or being involved as sponsor or exhibitor at the 2016 International Seminar, please contact Carmen Swanson via cswanson@iaati.org

IAATI relies heavily on the generous support of our Corporate Partners so please consider partnering with us. To download the brochure [click here](#).

- **President Todd Blair** has announced that the 2018 International Seminar, to be hosted by the North East Regional Chapter, will be held in Pittsburgh, Pennsylvania and the contract with the venue has now been signed.

BOARD & COMMITTEE UPDATES

IAATI 2016 Award of Merit— committee seeks nominations for the award

Submitted by Denny Roske, Past President

The IAATI Award of Merit was created in 1992 in order to honor a person, group, department or company in recognition for outstanding contribution in the area of vehicle theft investigation or prevention.

The award committee will accept submissions until May 1, 2016, which is the cut-off date. Submissions should include the person or agencies involved, time frame and details of the investigation, number of people charged or convicted, number of vehicles recovered, or program involved, and if applicable, photos.

The Award of Merit will be presented at the Annual IAATI Training Seminar during the opening ceremonies on Aug. 8, 2016 in Murfreesboro (Nashville), Tennessee. If the intended recipient is not in attendance, the award shall be presented by a member of the board at a later date. While this award is intended to be an annual award, nothing requires such, nor precluded more than one yearly award if deemed appropriate.

Submissions shall be sent to Denny Roske, award chair: iaatidenny@aol.com



2nd Global Conference on Vehicle Crime

IAATI are proud to support the 2nd INTERPOL Global Conference on Vehicle Crime which will be held in Bangkok, Thailand. Commitment to support this event has been given by the North East Chapter, South Central Regional Chapter, European Branch, Australasian Branch, South African Branch and Latin American Branches of IAATI.

The three-day (16 – 18 February) conference will focus on a range of topics including the impact of the illicit spare part trade, links between terrorism and vehicle crime as well as the significance of cybercrime for organized car trafficking.

Hosted by the INTERPOL National Central Bureau in Bangkok and the Royal Thai Police, the conference will also provide participants with opportunities to network, gather new ideas and learn about innovative measures to combat global vehicle crime.

The 2016 meeting will build on the outcomes of the first INTERPOL Global Conference on Vehicle Crime in 2013, and will also again include an exhibition space to provide interested parties with the opportunity to showcase their products and services to the international community.

Anyone wishing to attend either as an exhibitor or participant should send their request to smv@interpol.int. Please note that all requests for attendance as either a participant or exhibitor will be reviewed and will receive confirmation of acceptance.

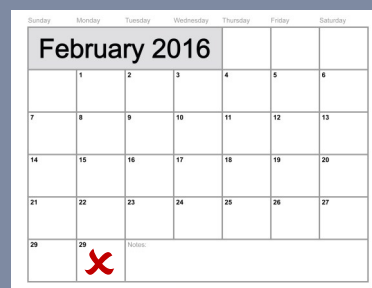
This event is proudly supported by IAATI International.



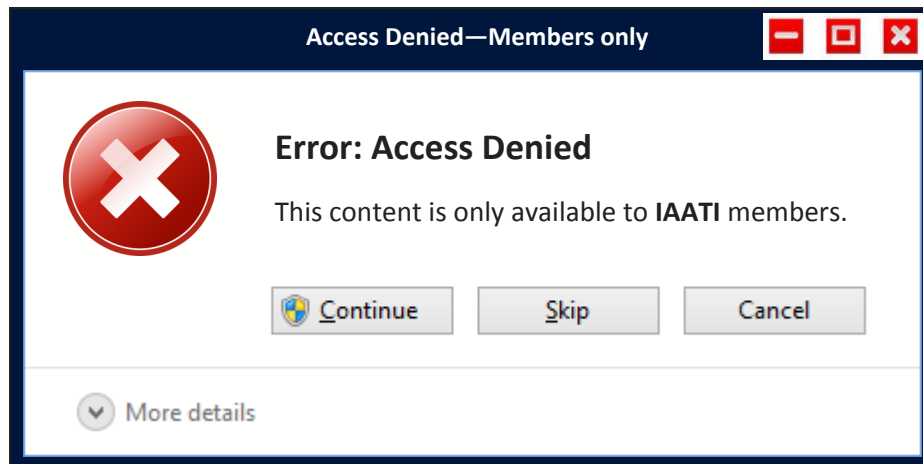
March Issue of Auto Theft Today — Publication deadline

The next issue of Auto Theft Today will be released in the second week of March 2016. If you have any articles, photographs, member news, or anything else you would like included in the next issue please email it to:

PThomas@iaati.org by Monday 29th February, 2016



BOARD & COMMITTEE UPDATES



Don't let this happen to you!

Your 2016 IAATI membership is now due for renewal. IAATI membership is an investment in your career. When you join IAATI you are joining a community of professionals working to share their knowledge and ensure we can all live in safer communities. We recognise it is essential that our members and the sector are equipped with the knowledge, networks and support to achieve success for themselves, their organisation and their profession.

Renew your membership before the 31 March 2016 to avoid losing access to:

- A worldwide network of valuable contacts that are willing and able to assist you with your investigations.
- APB magazine (3 issues per year in both hard and electronic copy)
- Auto Theft Today (6 downloadable issues per year)
- Access to 11 IAATI Annual Training seminars around the world plus other IAATI sponsored events.
- IAATI's File Library containing a wealth of information and training material, past issue of IAATI publications, selected seminar presentations etc.
- IAATI's Certification program
- An updated and user friendly, one stop website (Coming soon in early 2016!)
- Recognition through the IAATI Awards Program
- There is also the opportunity for member exchanges between branches and chapters to allow members to attend a training seminars outside their region and to learn about new trends and methodologies elsewhere in the world.

To renew your membership before it lapses either:

- visit the website http://iaati.org/m_member_renewal.asp
- [download the membership form by clicking here](#), or
- Contact your local branch or chapter.

Note: Members of some branches are unable to register via the current international website and should register via their local branch website.

**Membership renewals are due now
and will lapse if unpaid by**



BOARD & COMMITTEE UPDATES

This year's International Seminar will be held in **Murfreesboro, Tennessee**, 7-12 August, 2016.

Here are a few interesting facts about Murfreesboro that we hope will encourage you to consider bringing your family and to spend some time in the area before and after the seminar.

Murfreesboro is a city in and the county seat of Rutherford County, Tennessee. In 2014, census estimates showed a population of 120,954. The city is the center of population of Tennessee and is part of the Nashville metropolitan area, which includes thirteen counties and a population of 1,757,912 (2013). It is Tennessee's fastest growing major city and one of the fastest growing cities in the country. Murfreesboro is also home to Middle Tennessee



History

In 1811, the Tennessee State Legislature established a county seat for Rutherford County. The town was first named "Cannonsburgh" in honor of Tennessee politician Newton Cannon, but was soon renamed "Murfreesboro" for Revolutionary War hero Colonel Hardy Murfree. Author Mary Noailles Murfree was his great-granddaughter.

As Tennessee grew westward, the location of the state capital in Knoxville began to be inconvenient for the many settlers at a distance to the west. In 1818, Murfreesboro was designated as the capital of Tennessee. In 1826, it was replaced by Nashville as the state capital.

Civil War

On December 31, 1862, the Battle of Stones River, also called the Battle of Murfreesboro, was fought near the city between the Union Army of the Cumberland and the Confederate Army of Tennessee. This was a major engagement of the American Civil War. Between December 31 and January 2, 1863, there were 23,515 casualties. It was the bloodiest battle of the war based on percentage of casualties.

Following the Confederate retreat from the Battle of Perryville in central Kentucky, Confederate forces moved through East Tennessee and turned northwest to defend at Murfreesboro. General Bragg's veteran cavalry was successful in harassing General Rosecrans' troop movements and in capturing and destroying supply trains, but could not completely stop the supplies and reinforcements from reaching Rosecrans. Despite the large number of casualties, the battle was tactically inconclusive. It is considered a Union victory. At the end of the battle, Confederate General Braxton Bragg retreated 36 miles (58 km) south to Tullahoma. General Rosecrans did not pursue until he had a secure logistical posture six months later in June 1863. The battle was strategically significant since it provided the Union with the basis for further movement to Chattanooga and Atlanta, which would eventually result in the Union splitting the Eastern and Western theatres by Sherman's March to the Sea. Stones River National Battlefield is a national historical site.



Cannon at Stones River National Battlefield

General Rosecrans' movement to the south was dependent on a secure source of provisions. Murfreesboro was destined to become a supply depot for the Union Army. Soon after the battle ended in January 1863, Brigadier General James St. Clair Morton, Chief Engineer of the Army of the Cumberland, was charged with constructing Fortress Rosecrans approximately 2 miles (3.2 km) northwest of the town. The fortifications comprised more than 225 acres (0.91 km²) and were the largest built during the war. Immense quantities of supplies were stored and maintained in the fortress. The fortress consisted of eight lunettes, four redoubts and connecting fortifications. Both the Nashville and Chattanooga Railroad and the West Fork of the Stones River ran through the fortress. Two roads provided additional transportation capabilities. The fortress was never assaulted by Confederate forces, in part, because the Union held the town hostage by keeping cannon aimed at the courthouse. Significant portions of the earthworks still exist and have been incorporated into the battlefield site.

Source: https://en.wikipedia.org/wiki/Murfreesboro,_Tennessee

BOARD & COMMITTEE UPDATES



64th ANNUAL IAATI SEMINAR

August 7 – August 12, 2016

EARLY REGISTRATION FEE \$275.00 (USF) Prior to July 1, 2016

LATE REGISTRATION FEE \$300.00 (USF) AFTER JULY 1, 2016

PLEASE PRINT OR TYPE:

Name:	Rank/Title:			
Department:	Phone:			
Address:	City:			
State:	Zip:			
Email:	IAATI Membership # (required if paying member registration fee) \$40.00			
Seminar Tuition:	Early Regis- tration	\$275.00	Late Regis- tration	\$300.00
Companion Banquet Tickets Companion Name:	Guest Wel- come	\$50.00		
Total Fees Enclosed:				

******ON-LINE REGISTRATION THROUGH PAYPAL IS ENCOURAGED*******

If you are paying online, please submit this form via the email button on the top of this page and make payment through the PayPal button on the IAATI conference webpage. Non Members please submit an IAATI membership application with your registration form available at www.iaati.org.

If you are paying by check/mail, please mail this form and a check made payable to: "IAATI 2016" to the following address: IAATI 2016 Seminar P.O. Box 223 Clinton, NY 13323-0223 USA (PLEASE DO NOT MAIL CASH)

Lodging Information/Host Facility:

Embassy Suites Nashville SE- Murfreesboro

1200 Conference Center Blvd Murfreesboro, Tennessee 37129

Phone: (615)-216-5363 or (800) 228-9290

Room Rates: King or Double - \$143.00 Triple or Quad - \$153.00 (includes breakfast and parking)

www.murfreesboro.embassysuites.com

Use reservation code: AATI for conference rate

BRANCH & CHAPTER NEWS

Latin American Branch:

- **¡Bienvenido! - 1st Annual Training Seminar in Auto and Cargo Theft**

During the days 9, 10 and 11 March 2016, the Latin American Branch will hold its first event at the regional level, training of professionals investigators of the crime of vehicle theft.

Intended primarily for members of the branch, and also open to professionals with an interest in the matter, this event will take place in Buenos Aires and will be the first in the region to respond to the format that is repeated in each chapter and branch IAATI worldwide.

There will be international presences and representatives of IAATI worldwide, as well as experts from the various national forces that nourish the concurrent their knowledge.

To celebrate this historic event Branch President, Daniel Beck, offers an invitation for IAATI members from any Branch or Chapter to attend the seminar.



The Latin American Branch is managed by a well organised and highly professional team of board members, and their first annual three day Seminar promises to be a very special and highly informative event.

To participate, get more information or to sponsor this event please contact info@iaatilatam.org or visit their website iaatilatam.org

North Central Regional Chapter:

- **In memoriam—Frank A Barabas**

On March 26th, 2015 North Central Regional Chapter past president, Frank A. Barabas passed away after a short illness. Frank was 72 years old and married to the love of his life Joan for 50 plus years. Living in South Lyon Michigan they raised 4 wonderful children.

Frank served on the Novi Police department for 27 years (1968 to 1995) retiring as an auto theft detective. After his retirement Frank went on to serve an additional 20 years (1995 to 2015) with the Oakland County Sheriff's Department. As Joan said Frank was not a person who could just retire, Frank needed something to do all the time.

Frank became a member of the North Central Regional Chapter of the International Association of Auto Theft Investigators in 1982. In 1989 Frank was elected the 26th President and presided over of one of the most memorable seminars of the NCRC. Frank had made contact with the General Motors Corporation, and the seminar was held on the grounds of the General Motors Test facility in Warren, Michigan. The seminar was great to say the least. GM burned 16 brand new cars, including a Corvette, to show us how to investigate auto fires. We were shown how to investigate the "Chicago" steering column theft and how to identify an auto by locating and using the confidential VIN's. It was a fantastic seminar and a great learning experience for all who attended. The Warren, Michigan seminar was the only seminar in NCRC history that turned away attendees because it was "capped" at 500 members.

Frank Barabas was a great human being, husband, father, grandfather, police officer and president of the NCRC. There is no more that can be said about Frank, other than he will be missed dearly by many people.

Submitted by Billy A. Hacker, Past President NCRC



BRANCH & CHAPTER NEWS

Australasian Branch:

- Australasian Branch members are reminded that the closing date for **Branch Award nominations** is 29 January. Nominations are being accepted for :
 - Member of the Year,
 - Investigation of the Year (sponsored by Maurice J Kerrigan and Associates)
 - Insurance Industry Investigation of the Year (sponsored by Polonious)
 - President's Award (sponsored by NKG Management Services)
 - Forensic and Supporting Services Award (sponsored by CSI Investigations)

For details on how to apply visit: <https://iaatiaus.org/awards/award-nominations/>

- The Australasian Branch 's **2016 Annual Training Seminar** will be held in Melbourne at the Langham Hotel. 18– 20 April. It feature the extremely successful three day format trialled at our 2015 Seminar in Perth. In addition we will also be making a few minor changes to the scheduling of activities in order to provide the opportunity for those delegates who wish to cut costs by flying in directly on the Monday morning rather than on the Sunday.

In addition to an attendance by International President, Todd Blair, another highlight will be a presentation by Mark Borlace, Senior Manager Mobility & Automotive Policy, RAA of SA. Having worked in RAA's technical department for nearly 30 years, Mark has a wealth of knowledge on a range of motoring related issues and is a well-regarded commentator in the industry. Mark represents the AAA, on the National Motor Vehicle Theft Reduction Council and is the Chief Judge for Australia's Best Car Awards.

Mark's areas of expertise include:

- ANCAP – new vehicle crash testing program
- New vehicle assessments
- Vehicle maintenance, standards, specifications, testing
- Vehicle theft and security
- Climate change and emissions management
- Electric vehicles and new vehicle technology
- Traffic congestion
- Mobility needs and issues for all road users



Mark 's presentation will discuss the next generation of vehicles (including autonomous vehicles) and what are the risks, benefits and some of the dilemmas they present from a security perspective.

Other confirmed speakers include Victoria Police, Queensland Police, Customs Australia, Queensland Inspection Services, Suncorp Insurance, National Motor Vehicle Theft Reduction Council, plus many more.

Day 1 & 2 will consist of classroom presentations at the Langham Hotel Melbourne. Day 3 will consist of an early morning car assembly plant tour (possibly your last chance before our local manufacturers cease production). We will then return to the city for some hands-on sessions in a workshop environment, and a visit to the Lindsay Fox Classic Car Museum.

The President's Reception and Networking session has been shifted to Monday night and the Annual Awards dinner will be held on the Tuesday night.

More details about other keynote speakers will be announced shortly. In the meantime if you wish to find out more about the 2016 Seminar or wish to be considered for a presentation or workshop then please download the [2016 Seminar Flyer](#) or visit <https://iaatiaus.org/seminars/upcoming-seminar/>

Potential Sponsors are encouraged to download the [Sponsorship and Exhibitor brochure](#)



BRANCH & CHAPTER NEWS

UK Branch:



2016 National Vehicle Crime Conference

Holywell Park, Loughborough, Leicestershire, LE11 3GR

8th & 9th, June 2016



National Vehicle Crime Conference

2016

holywell park

dedicated conference centre

Holywell Park Conference Centre
Loughborough, LE11 3GR

8th and 9th June 2016

Sponsored By;
Trade Vehicle Locks Ltd
other sponsors TBA

IAAT

www.iaati.org.uk

The Current Face Of Vehicle Crime



I.A.A.T.I. partners with trusted organisations who are service providers in products, intelligence, opinion formers and a healthy cross section of key players from the motorcycle, road haulage, leisure, plant, and the insurance and motor industry as a whole. The Conference is being reformatted to include 'training / awareness presentations in the areas highlighted below.

I.A.A.T.I. UK will play host to the National Vehicle Crime Conference at the Holywell Park Conference Centre at Loughborough, on the 8th and 9th June 2016. This is a one day and a half event attracting senior practitioners, opinion formers, law enforcement, intuitive projects, vehicle examiners and a healthy cross section of key players from the plant, agricultural, haulage, leisure, salvage, I.T., insurance and motor manufacturer industries. This event, unlike previous Conferences, will focus on classroom Training (Awareness) sessions covering Electronic, Physical, Marking, insurance fraud and other aspects of vehicle crime.

Along with classroom training / awareness presentations, there will be keynote speakers from leading organisations across the sector. The event attracts up to 150 delegates and is the focus of both industry and media attention. A number of Sponsors will have exhibition stands, each bringing state-of-the-art solutions and best practice to the attention of delegates.

SPONSORSHIP OPPORTUNITIES ARE AVAILABLE IN THE CATEGORIES:-

ELECTRONIC (Including Tracking and electronic intrusion / product substitution)

MARKING (all types)

PHYSICAL (attack / intrusion methods and their deterrence / prevention)

Gold Sponsorship - (3 at £4000 - 2 Remaining – Categories ELECTRONIC including Tracking, and MARKING – The Category of PHYSICAL has been taken by Trade Vehicle Locks Ltd.

Silver Sponsorship - (3 at £2500 - All 3 Categories Remaining).

Bronze Sponsorship - (which includes Exhibitors) - First come first served up to a maximum of 20

BRANCH & CHAPTER NEWS



International Association of Auto Theft Investigators (UK Branch) (I.A.A.T.I.)
2016 National Vehicle Crime Conference
Holywell Park, Loughborough, Leicestershire, LE11 3GR
8th & 9th, June 2016

INTRODUCING OUR FIRST 2016 CONFERENCE GOLD SPONSOR (CATEGORY PHYSICAL)

Trade Vehicle Locks Ltd [TVL] is the UK's Premier Supplier of designer vehicle security products. Based in Grays, Essex, with 40 years in the industry, TVL also has a nationwide network of fitters and provides world leading vehicle security products and is the UK specialist for commercial vehicle security. TVL boasts a combined experience of more than 40 years designing, building and installing advanced locking systems for vans and goods vehicles.

Trade Vehicle Locks pride itself on supplying the largest and most bespoke range of commercial vehicle security products available, giving our customers the choice of products to satisfy their customers needs. Most products available on the market today have originated from TVL in one shape or form. Our R&D department is the most proactive of any supplier in our industry, allowing our product portfolio to constantly expand. We are able to design, build and quickly bring to market countermeasures for the latest vehicle specific criminal methods employed by thieves.

TVL believes knowledge is key and as such we offer Installation and Product training courses where we will be showing first hand the benefits of each products and application, giving you the confidence to properly advise your customers on the best products and applications to suit their needs. Technical support is offered by experienced installers and engineers. You can have peace of mind that the person answering the phone knows what they are talking about and will provide you with the very best advice to assist you if required.

The Delegate cost for attending will be £80 for both days or £45 for the Wednesday only and £40 for the Thursday only. This includes Conference lunches and all day refreshments. Wi-Fi is free and available throughout the venue

- Delegate registration is available online at: http://www.iaati.org.uk/?page_id=2513
- Directions can be found on :- <http://www.holywell-park.co.uk/imago/directions>
- For SatNav, type in LE11 3GR
- Details of Holywell Park can be seen on: www.holywell-park.co.uk
- The Hotel is the on-site 4* Burleigh Court Hotel.
- For Sponsorship Opportunities contact the Organiser

The Event Organiser is : Ian Platt (IAATI) – 07899 967322 / platt.ian@btinternet.com

SPONSOR SPOTLIGHT

This issue's Sponsor Spotlight focuses on XHAUSTER, an exhibitor at our Phoenix Seminar.

Pursuits are dangerous for cops and civilians. A suspect isn't playing by the rules of the road, so officers have to focus on how the suspect's driving may affect the officer's ability to accomplish the overall mission: to safeguard lives and protect property.

The officer must factor in the balance between the types of offense and need to immediately apprehend created by the suspect's driving and the potential dangers, and the influence of their own actions on the suspect's driving. On top of this, the officer also must consider the likelihood of apprehending the suspect.

According to a FBI Bulletin on police pursuits, one person dies every day as a result of a police pursuit. One officer was killed every 6 weeks in 2010, according to another report.

"The statistics are very telling," said Capt. Gary Berg, a 20-year veteran with the Campbell (Calif.) Police Department and founder of XHAUSTER. "Pursuits hurt cops and put the public at risk."

The XHAUSTER Solution

After getting into pursuits as an officer and seeing risks become reality, Berg sought out a solution that could eliminate dangerous pursuits altogether. "I knew there had to be a better way of doing it," he said.

That was five years ago. Berg has since founded a robust public-safety solutions company and launched its flagship pursuit-alternative product: the XHAUSTER, a 10-pound toolkit that offers a new way to stop pursuits before they even begin.

The XHAUSTER works by literally plugging the exhaust pipe – similar to Axel Foley's famous 'banana in the tail pipe' gag from 'Beverly Hills Cop' (but a lot more sophisticated). It comes in a kit that includes oblong, expandable – and reusable – devices that are inserted into a vehicle's tail pipe. The device is expanded with a ratchet that includes a built-in LED light for installation in dark conditions.

As the ratchet tightens, it seals the tail pipe to prevent exhaust from escaping. Because the intake of oxygen into the engine is limited, no combustion can occur. When the car is started, the exhaust is unable to escape and the car stalls.

Quick to install, easy to remove

Berg said the XHAUSTER takes about 15 seconds to deploy.

It's just as easy to remove. When the suspect is taken into custody, a small valve is used to release the back pressure, then the ratchet is used to remove the device. It is removed from the tail pipe and the car starts right back up causing no damage.

The kit includes three different-sized devices, fitting vehicles ranging from small sedans like Honda Civics to larger trucks and SUVs. The kit comes with two of each size in part because dual-exhaust vehicles require one for each tail pipe.

There is a mini-torch included in the kit that helps get the device back in shape for the next deployment, Berg said.

The XHAUSTER tool lets officers put an end to most pursuits, Berg said. It also reduces liability by not putting officers and civilians at risk.

"From an administration point of view, it is huge because there is the liability component for pursuits," he said. "Even though there is no pursuit with the XHAUSTER, it provides a unique opportunity to make the arrest, before the suspect even knows what's going on."

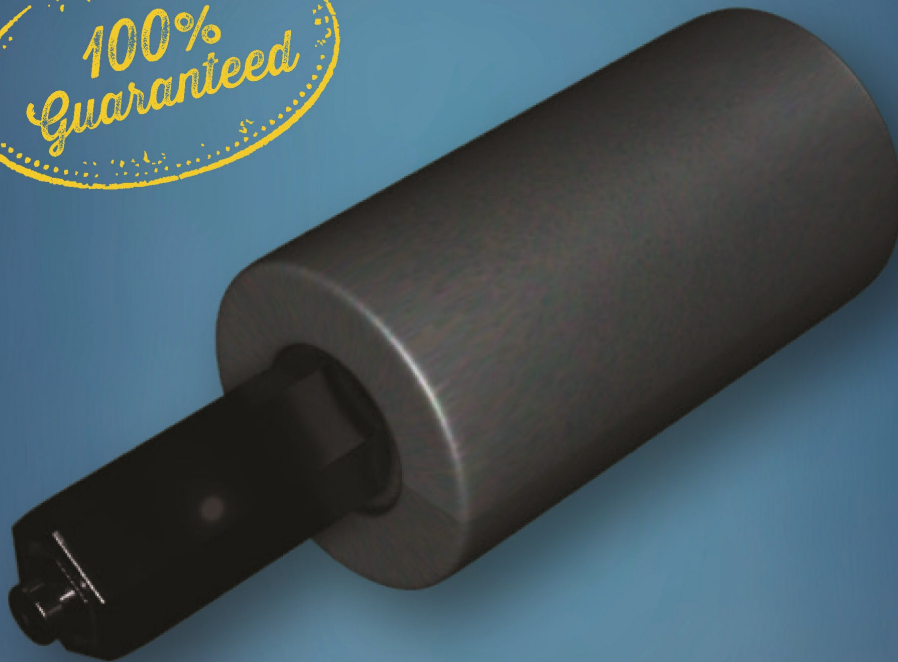
The XHAUSTER changes how police manage the perils of high-speed pursuits and puts the power back in officers' hands.

For more information, visit: www.xhaustr.com or email: info@xhaustr.com



THE SMARTER WAY TO
**PREVENT
PURSUITS**

*100%
Guaranteed*



**"THE SAFEST PURSUIT IS
THE ONE THAT NEVER STARTS!"**

The XHAUSTR provides you with a simple, yet effective solution for immobilizing vehicles. Reusable and reliable, the XHAUSTR provides effective and damage-free results time after time.

IN THE NEWS

Forensic Mark Examination of Vehicle Keys

by ELEK Imre, Senior Mark Examiner, Trace Expert Laboratory, Department of Forensic Experts, Hungarian Institute for Forensic Science; e-mail: eleki@orfk.police.hu

Summary: The inspection of a key by an expert mark examiner covers evaluation of technological traces, presumption of origin, falsification related mark examinations, search marks of duplicator and sampler equipment, as well as identification, recognition of shape characteristics and therefore decoding. The author on the basis of his several decades of experience demonstrates that a vehicle key belonging to a car is the most important safeguarding gadget, what kind of marks it may bear, and how it could be read in the aspect of forensic tool mark examination.

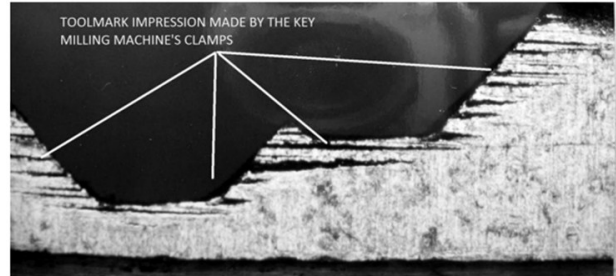


Figure 1. Static tool mark of a vehicle key-bit cutter.

The following link provides access to the full text and photographs:

http://uni-nke.hu/uploads/media_items/aarms-vol-14_-issue-3_-2015.original.pdf#page=59

Estonian police may send liaison officer to Lithuania to combat car theft

BNS, 28. December 2015

Since groups of thieves from Lithuania have set their sights on luxury cars in Estonia, the Estonian police is considering sending a liaison officer to Lithuania to more effectively combat such crimes.

In an end-of-year interview with BNS, director general of the Estonian Police and Border Guard Board Elmar Vaher said that stealing of luxury cars in Estonia came to an end seven or eight years ago.

“Back then there were two or three criminal groups who were doing it, which have been disbanded by now. Then the problem of car theft moved to Sweden and Estonian police had many joint operations with Swedish police to curb crime there. Now the situation has changed in such way that the ones stealing luxury cars are no longer Estonian criminal groups but Lithuanian ones,” the national police chief said.

He said the ones stealing cars were trained criminals acting on concrete orders from Russia and Belarus.

“For instance, one group became aggressive lately, as it had orders but suitable cars are often difficult to find. They are armed, an experienced race driver sits behind the wheel of the car whose task is to escape the police under any circumstances. And they have very good equipment,” Vaher said.

The police chief described cooperation between Estonian and Lithuanian police as very good.

“Nonetheless, we are mulling sending a separate liaison officer to Lithuania to still more effectively fight against crime originating in Lithuania. We’ve managed to catch two or three Lithuanian groups by now, but we know that one more bunch of people is still active at the moment. And apprehending them will be effective when the case is handled principally in Lithuania,” Vaher added.

Source: <http://news.postimees.ee/3449557/estonian-police-may-send-liaison-officer-to-lithuania-to-combat-car-theft>

IN THE NEWS

UK: 'Pinch and park': Car thieves' new tactic to avoid being snared by tracking devices

Home Office report says criminals are stealing cars and leaving them in a safe place for several days in case police are watching GPS-tracking data

By David Barrett, The Telegraph, 4 January 2016

Car thieves have developed a new tactic to avoid arrest after stealing cars which may have been fitted with a tracking device, an official report has disclosed. Criminals are increasingly adopting the new method – dubbed “pinch and park” – which sees them steal a vehicle and then park it in a safe place for several days in case police have access to GPS data from an on-board security device.

If the car has not been picked up by the authorities a few days after being taken from its owners, the thieves know it is safe to move to a workshop to fit new number plates and then sell on or export.

It is thought the new tactic is particularly being used for performance cars, 4x4s and other high-value vehicles which are more likely to have been fitted with GPS tracking devices.

The anti-theft equipment can be triggered by the manufacturer as soon as the vehicle is reported stolen and police can access the location of the vehicle down to within a few feet.

The Home Office report said: “Anecdotal evidence from officers working on vehicle crime in the Metropolitan Police Service suggests that some offenders routinely park a vehicle in a safe location for a few days immediately after stealing it to check it is not being tracked. (See the next article on page 16 for more details of this Home Office report)

“This would suggest that boosting the number of vehicles with tracking devices might reduce the ‘rump’ of more organised vehicle theft that remains. Car thieves are adopting more sophisticated tactics than in the past. However, trackers may also have limitations. Jamming devices which prevent stolen vehicles being tracked are also available online.”

The 138-page Home Office study, Reducing Criminal Opportunity: Vehicle Security and Vehicle Crime, said there was a “case for manufacturers and others to be thinking carefully” about a potential new wave of vehicle crime to “ensure they stay ahead of the technological curve”.

It also urged manufacturers to develop better security for motorbikes, which are becoming increasing targets for thieves. “Whereas car thefts in 2014 were down by 15 per cent compared with 2012, motorbike thefts had increased by 44 per cent (around 2,900 extra offences),” the report said.

“Separate but unpublished analysis by the Retail Motor Industry Federation using data from the Police National Computer, which looked at the whole of England and Wales, also suggests a rise in motorcycle thefts during 2014.

“It is not clear why motorbike theft appears to be increasing. It is possible that there is some displacement from car theft as a result of security deterrence.” It added: “Exploring ways to better protect motorcycles may be an important element of future thinking on vehicle crime prevention.”

The authors also expressed concern that vehicle thefts may rise as knowledge spreads among criminals about the availability of technology which can compromise on-board security devices.

Source: <http://www.telegraph.co.uk/news/uknews/crime/12080627/Pinch-and-park-Car-thieves-new-tactic-to-avoid-being-snared-by-tracking-devices.html>

"Some offenders routinely park a vehicle in a safe location for a few days immediately after stealing it to check it is not being tracked."

Home Office report

IN THE NEWS

UK: Reducing criminal opportunity: vehicle security and vehicle crime

Nick Morgan, Oliver Shaw, Andy Feist and Christos Byron, Home Office, Research Report 87, January 2016

Executive Summary:

This report analyses trends in vehicle security devices and tries to determine the extent to which improved security has driven down vehicle-related theft in England and Wales and other nations. For the first half of the 20th century, few vehicle thefts were recorded and vehicle security devices were rare. Then thefts started rising in the 1960s and steering locks were introduced as a result. These checked rather than halted rising crime, leading to a 'second wave' of security devices in the 1980s and 1990s including central locking, car alarms and – most importantly – electronic immobilisers. To begin with, these devices appeared to have little effect as vehicle crime levels rose faster than ever up until 1993. But then crime began to fall sharply as many of the 'second-wave' devices spread through the vehicle fleet. Using a mixed methods approach, this report attempts to assess the degree to which improved vehicle security might have caused the vehicle crime decline by reducing the number of opportunities for would be offenders. Findings are supportive of a marked crime-reduction effect. But the results also suggest that security has not been universally effective, nor does it seem to be the only factor that has made vehicle crime rise and fall so sharply over the last 50 years.

The key policy issues arising from the analysis are as follows:

- Different types of security devices have had different levels of success in reducing theft, partly because some crimes are harder to prevent than others. Within vehicle crime, for example, evidence in this report suggests that there were two clear instances of security devices driving down thefts of vehicles: steering locks and electronic immobilisers. But, despite the similar trends, the evidence that security was involved in the large reductions in thefts from vehicles is less clear. For all but the most organised offender, stealing a vehicle requires the ability to drive it away, which provides a clear 'break-point' for security to target. This is not quite the same for offences like theft from vehicles or burglary where multiple points of entry need to be secured and there is no direct equivalent to not being able to drive the car away.
- The evidence also suggests that security devices that have been proven to be effective have worked because they made the theft more difficult, not because they led to more offenders being caught. Vehicle crime detection rates changed little through the sharp rise and fall in offences. Also, the devices with the strongest evidence of effectiveness required no knowledge or conscious action by the consumer – most people do not know their car has an electronic immobiliser, and are not required to switch it on.
- Another reason for the variable effectiveness of security devices is longevity. Whereas previous devices (e.g. steering locks) seem to have kept thieves at bay for a limited period, electronic immobilisers have remained a strong deterrent for more than two decades.
- The speed with which a new security measure spreads is almost as important as the effectiveness of the device itself. Highly effective security may have little effect on overall crime if it protects only a minority of the target population. This is demonstrated by analysis of the spread of electronic immobilisers. Whilst the devices first appeared between 1989 and 1992 in all seven nations studied, estimates suggest it took between eight and 14 years for half the vehicle fleet to become protected. During that period, theft trends varied. While vehicle crime fell in England and Wales, it continued to rise until 2001 in Australia, where the initial effects of improved security were most likely overwhelmed by other upward crime pressures until the pool of unprotected vehicles became sufficiently small.
- The spread of electronic immobilisers happened more quickly in Europe and Australia than in the US or Canada due partly to the presence and timing of legislation mandating the installation of electronic immobilisers in new vehicles. This creates a 'natural experiment' for determining both the effectiveness of the devices and the timing of their impact. Despite the variation in trends to that point, once electronic immobilisers were installed on around half the vehicle fleet all these nations saw a sharp decline in vehicle thefts of around 40 per cent.
- Several further conclusions follow from these results. Legislation requiring new vehicles to have an electronic immobiliser probably played a part in reducing crime rates by speeding up the spread of devices. But had the legislation applied to all vehicles rather than just new vehicles, more crime might have been prevented because spread would have been faster. Legislation may also have been important in putting the onus onto manufacturers rather than consumers – there was little evidence of consumers retrofitting electronic immobilisers to existing vehicles. ***Continued over the page***

IN THE NEWS

UK: Reducing criminal opportunity: vehicle security and vehicle crime (continued)

- A common criticism of security is that it simply displaces crime somewhere else (i.e. if would-be offenders cannot steal a new vehicle, they will steal an older vehicle without an immobiliser). Overall, the analysis is consistent with other studies in finding that while displacement does occur it rarely overwhelms the effect of improved security completely. Offenders did switch to stealing older vehicles, but overall thefts still went down. However, two further points need to be made. As the example of Australia demonstrates, displacement can eliminate crime-reduction gains for a number of years if there is still a sufficiently large pool of unprotected targets available. Secondly, improved security seems to have deterred all but the most committed offenders, which has had a large effect on the volume of thefts in many nations. But some of the remaining offenders switched to higher-harm vehicle theft methods, like car-key burglary and robbery, as a result.
- The findings in this report also touch on the validity of the 'security hypothesis', which has suggested that improvements in the quality and quantity of security may be the main reason why overall crime has fallen. This report offers mixed support. On the one hand, electronic immobilisers clearly drove a reduction in thefts of vehicles. But for many nations, England and Wales included, the crime decline was already well underway by the 2000s, which is when electronic immobilisers seemed to have their greatest effect.
- Vehicle crime in England and Wales rose and then fell very quickly in the period before electronic immobilisers reached 50 per cent penetration. There have been examples of security improvements driving large changes in trend like this, but these occurred when a large proportion of the target population was protected in a very short space of time, as happened with steering locks in the Federal Republic of Germany in the 1960s or more recently with mobile phone security. This was not the case with the second wave of vehicle security devices, like central locking, alarms and immobilisers. At the 1993 turning-point in recorded vehicle crime, estimates suggest only the newest cars would have had electronic immobilisers, amounting to fewer than five per cent of vehicles on the road, and thieves had shown a preference for stealing older vehicles anyway.
- The percentage of vehicles with other security features - car alarms, mechanical immobilisers and central locking - would have been higher in 1993, but the evidence of effectiveness for these devices is more mixed than for electronic immobilisers. Analyses of theft rates by age of vehicle show that only vehicles manufactured from 1992 onwards had markedly lower theft rates even though car alarms and central locking began appearing in new models in the mid 1980s. In addition, the fact that thefts increased so sharply in the early 1990s, as central locking, mechanical immobilisers and car alarms were spreading through the vehicle fleet also suggests they were not the catalyst for the initial drop in crime. Even taking into account all the improving combinations of security devices, there was still a large pool of unprotected vehicles during the 1990s and both Car Theft Index data and findings from the Crime Survey for England and Wales (CSEW) show that during the initial period of the vehicle theft decline, rates fell sharply in vehicles without security as well as in protected vehicles. Overall then, the analysis suggests that vehicle security - and electronic immobilisers in particular - made an important contribution to an already falling trend rather than causing the initial crime turn-around.
- Two exploratory attempts were made to model the proportion of the fall in thefts of vehicles attributable to electronic immobilisers. Retrospectively attempting to establish causality and quantify the size of effects is fraught with difficulty due to the lack of a control group, so these results should be treated as exploratory only. But the two different methods produced reasonably similar results, tentatively suggesting that at least a quarter and possibly as much as half of the drop in thefts of vehicles in England and Wales could be attributed to electronic immobilisers. No estimates were attempted for thefts from vehicles.
- That other factors were probably involved is also suggested by the fact that other types of crime tended to peak at the same time as vehicle-related theft and then fall with an initially similar trajectory. Certainly the rise and fall in vehicle crime was highly correlated with burglary in England and Wales and Australia, and with violence in the US. This implies either that:
 - improved vehicle security had a marked effect on other crime too; or
 - that there was a simultaneous and equally large improvement in other types of security: household security in England and Wales and Australia, and security relating to violent crime in the US; or

Continued over the page

IN THE NEWS

UK: Reducing criminal opportunity: vehicle security and vehicle crime (continued)

security in England and Wales and Australia, and security relating to violent crime in the US; or

- that there was a large shift upwards and then downwards in some other factor, or combination of factors, that would affect crime trends more generally.
- This analysis found little convincing evidence for the first option. The second option was not covered in this study. Security improvements on houses and other products were not examined in detail and neither were place-based security devices like CCTV. So it is possible that these had a separate effect on vehicle crime, burglary and other types of vehicle crime. In relation to the third option, it is important to ask what might have driven such a change. There is a vast literature on possible reasons for the crime drop and it is beyond the scope of this report to summarise them. Changes to policing, economic conditions, incarceration rates and long-term demographic shifts may all have played some role, as may the timing of drug epidemics. Previous Home Office research has shown that epidemics also follow a sharply rising and then falling pattern and affect multiple crime types. In that light, one further finding from this report – that joy-riding declined relative to more profit-driven theft even through the vehicle crime rise – may be relevant.
- The final section of this report looks at the nature of vehicle crime today. Overall, vehicle crime levels are about a fifth of what they were in the mid 1990s, despite eight million more vehicles on the roads. However, if this impressive decline is linked to the gradually reducing pool of vehicles on the road without electronic immobilisers, as data suggest, then some of the downward pressure on crime may be petering out. Fewer than three per cent of vehicles on the road in 2013 were made before 1997, meaning virtually all vehicles now have electronic immobilisers. So to further reduce crime, new interventions to tackle the minority of thieves who have been able to get around current security levels may be required.
- Indeed, the latest figures for the year to June 2015 showed a three per cent increase in police-recorded thefts of vehicles in England and Wales, the first rise in two decades. This appears to be mainly due to an increase in stolen scooters and motorcycles. Motorbike thefts fell in line with other crime from 1995 to 1999, but from 1999 numbers of thefts have been quite stable, while thefts of cars fell sharply. This was probably due to the fact that motorbikes are less well protected by security for the simple reason that they are easier to transport away from the scene without cracking the immobiliser. It also means that trends in motorbike/scooter theft can now drive trends in overall vehicle theft. Exploring ways to better protect motorcycles may therefore be an important element of future thinking on vehicle crime prevention.
- Finally, a crucial policy question that this report has been unable to resolve fully is whether new technology is changing vehicle security dynamics again. The technology to overcome electronic immobilisers certainly exists and is available⁶ but current theft rates suggest it is not being used by a large number of offenders (relative to the 1990s). There are perhaps four reasons.
 - 1) There are simply fewer would-be offenders now – so even though the technology exists, it is not being used.
 - 2) The price, and the need to buy the technology in advance (i.e. to plan the theft), may raise the bar sufficiently to deter many opportunist car thieves. If high crime levels of the past have been predominantly about less-organised offenders exploiting straightforward opportunities that required little preparation or planning, then it is possible that the new methods of theft may have only a small impact on crime levels.
 - 3) Other types of security, like CCTV or number-plate recognition technology, continue to make vehicle theft unattractive to more opportunistic offenders.
 - 4) Word simply has not spread yet. This is the most worrying option – i.e. that once the knowledge of electronic compromise spreads from more seasoned offenders to more casual ones, thefts will start to rise.

Presently it is hard to know which of these explanations applies. Either way, but particularly in the case of the fourth, there is a case for manufacturers and others to be thinking carefully about a 'third wave' of vehicle security to ensure they stay ahead of the technological curve.

To read the full report: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/489097/horr87.pdf

IN THE NEWS

Ireland: Gardaí have recovered €1m worth of vehicles stolen by organised crime gangs in burglaries from homes around the country.

Tom Brady, Sunday World, 7 December 2015

The seizures have led officers to issue renewed warnings to householders not to leave their keys on a hall table or hanging from hooks within reach of their front doors.

Gardaí have recovered 91 vehicles taken in burglaries and destined for sale here or overseas since the start of the year.

The seizures are part of Operation Waste, which was launched by Insp Michael O'Connor and a small team of officers from the Garda's Dublin Metropolitan Region traffic department, based at Dublin Castle.

It was set up in September last year and initially aimed at monitoring the export of vehicles from the State to destinations such as the UK, Africa, Lithuania and Poland.

The gardaí focused on Dublin Port and targeted the arrival of uninsured and dangerously loaded vehicles. This resulted in the detention of more than 60 uninsured or unroadworthy cars and heavy goods vehicles and several drivers were convicted and disqualified.

But during their inquiries, the Garda team discovered that the port was being used by criminals to export vehicles stolen by burglary gangs who had retrieved the keys from the owners' homes.

They have identified four crime gangs heavily involved in the racket, which is reckoned to be netting thousands of euro per week for the organisers.

Officers said the gangs contained a mixture of Irish thieves, who were responsible for the burglaries, and eastern Europeans, who looked after the export of the stolen vehicles through a number of ports.

One officer told the Irish Independent: "These are highly organised criminals. They can fish out the keys through the letterbox of your home late at night and drive off in the vehicle, which can be booked onto a ferry at Rosslare and on its way out of the country before you wake up in the morning."

Some of the vehicles are offered for sale on a well known website for a price well under the market value and the unsuspecting buyer is given false documentation.

Vehicles recovered included new Range Rovers, Mercedes E-class, BMW 3/5 series, Audi A4 and A6 models, as well as Nissan Qashqais, Volkswagen Golfs and other family cars. Motorcycles and commercial models have also been found. Cloned vehicles including an Audi Q7 and a Toyota Avensis D-Cat were also recovered before they were exported to Africa.

Source: <http://www.sundayworld.com/news/crimesdesk/burglars-can-have-your-car-exported-in-less-than-24hrs>



Most of the burglaries involved 'fishing' the vehicle keys through the letterbox using magnetic poles.

IN THE NEWS

Canada: Stolen vehicles causing crooks to "go to pieces": IBC's Top 10 Most Frequently Stolen Vehicles list for 2015

DECEMBER 2, 2015 (TORONTO) – Today, Insurance Bureau of Canada (IBC) published its annual Top 10 Most Frequently Stolen Vehicles list. Once again, Ford trucks and expensive SUVs figure prominently. However, this year, organized criminals have taken a different approach hoping to avoid being detected and caught when exporting the stolen vehicles.

"We are seeing containers in the Montreal and Halifax ports stocked with car and truck parts," said Rick Dubin, Vice-President, Investigative Services, IBC. "Crooks are trying to fool Canada Border Services Agency (CBSA) and IBC by dismantling high-end, late-model vehicles. CBSA and IBC have seized 41 of these vehicles that had been dismantled."

Dubin went on to say, "Together, CBSA and IBC have recovered over \$10 million in stolen vehicles at the ports this year alone."

While there has been a decline in auto theft over the last decade, there has been an uptick in auto theft in 2014. "Stolen vehicles are up 1% to 73,964 across Canada, with the biggest increases in B.C. (up 29%) and Alberta (up 2%)," added Dubin.

Top 10 List

This year's 10 most frequently stolen vehicles in Canada are:

1. Ford F350 SD 4WD PU 2005
2. Ford F350 SD 4WD PU 2006
3. Ford F350 SD 4WD PU 2007
4. Cadillac Escalade 4DR 4WD SUV 2006
5. Ford F350 SD 4WD PU 2003
6. Ford F250 SD 4WD PU 2006
7. Ford F350 SD 4WD PU 2001
8. Ford F250 SD 4WD PU 2004
9. Ford F250 SD 4WD PU 2007
10. Ford F250 SD 4WD PU 2001



*Ford F350
SD 4WD PU 2005*



*Cadillac Escalade 4DR
4WD SUV 2006*

According to Dubin, "None of the top 10 stolen vehicles are equipped with an electronic manufacturer immobilizer as a theft deterrent system, so they are easier to steal. We also see from this list that criminals continue to have a huge demand for AWD/4WD late model high-end vehicles."

For the Top 10 Most Frequently Stolen Vehicles click on the links for Ontario; for Atlantic Canada; and for Western Canada.

Keep your vehicle safe

Dubin believes in being vigilant about deterring car thieves. "A vehicle left running unattended is not only easy to steal, it has increased value as a stolen vehicle," he said.

Dubin estimates that 60% of the stolen vehicles seized at the ports have keys in them. "The crooks are targeting vehicles with keys in them because they are of greater value. Don't leave your vehicle running unattended in your driveway or at your favourite coffee shop."

Continued on the next page

IN THE NEWS

Canada: Stolen vehicles causing crooks to "go to pieces": IBC's Top 10 Most Frequently Stolen Vehicles list for 2015 (continued)

"Stolen vehicles are often used to commit crimes such as robberies, and break and enters," continued Dubin, "and they're used to barter for drugs."

Even without the keys, it takes less than a minute for a car thief to steal your vehicle. To deter theft, Dubin advises that you:

- Never leave your vehicle running when unattended.
- Park in well-lit areas.
- When parking your car, always close the windows, lock the doors, and pocket and protect your keys.
- Put your valuables and packages in the trunk, where they're out of sight.
- Keep your car in the garage at night.
- Don't leave personal information in the glove box. Take your insurance and ownership documents with you when you park your vehicle.

Car thieves not only steal your vehicle and the valuables in it, they may steal your identity through your ownership and insurance documents. In 2014, there were 12,729 cases of identity theft in Canada, an increase of 8%.

Thieves may also alter or remove the vehicle identification number (VIN) on a vehicle in an attempt to sell a stolen vehicle to unsuspecting consumers. If you are buying a used vehicle, be aware that it may be a stolen vehicle that has a fraudulent or tampered-with VIN. Consumers can always have a reputable mechanic check the vehicle and should run a vehicle history through CARFAX or CarProof to verify the vehicle's history.

Source: <http://www.abc.ca/on/resources/media-centre/media-releases/stolen-vehicles-causing-crooks-to-go-to-pieces>

Canada: Cargo theft program launches in Western Canada

CanadianUnderwriter.ca, December 8, 2015

The Insurance Bureau of Canada (IBC), along with law enforcement and provincial trucking associations in British Columbia, Alberta, Saskatchewan and Manitoba, announced on Tuesday that the "highly successful" cargo theft reporting program currently operating in Eastern Canada is expanding to the four western provinces.

The expansion includes the launch of a new national database, which is available to all insurance companies and members of all provincial trucking associations across Canada, IBC said in a press release. With the database, strategic partners can immediately submit cargo loss details to IBC through an online form. The information is then added to a cargo notice report that is distributed to local and national law enforcement, including Canadian and American border agencies. The new database allows for the capture and storage of cargo theft data received from insurance and trucking industry sources and provides 24/7 access for law enforcement agencies.

"This new cargo theft database allows for direct access and prompt response to requests for information pertaining to cargo theft from a variety of authoritative partners, particularly law enforcement agencies," said Garry Robertson, IBC's national director, auto theft and vehicle services, Investigative Services Division. "By adding a new element to an already successful program, we will see greater success and ability to recover stolen property faster."

Continued on the next page

IN THE NEWS

Canada: Cargo theft program launches in Western Canada (Continued)

According to the IBC, the benefits of the database include the following, among others:

- Assists IBC strategic partners in identifying and recovering stolen cargo, tractors and trailer units in a timely and expeditious manner;
- Provides the IBC crime analysts the ability to identify trends, to prevent and detect cargo crime, and ultimately assist in the prosecution of those involved;
- Facilitates the extraction of information to assist with reporting and tracking the success of the program particularly with regard to tracking recoveries;
- Provides access to cargo theft information outside of regular business hours for authorized stakeholders; and
- Provides improved and flexible reporting capabilities.

The Canadian Trucking Alliance said that the “rapidly escalating crime of cargo theft is costing Canadians up to \$5 billion a year and is a significant problem in transportation hubs in Western Canada, southern Ontario and Montreal.”

But the effects of cargo theft reach beyond its direct impact on the Canadian economy. Cargo that is stolen and sold in illegal markets shifts revenues from legitimate businesses to criminals and depletes tax revenues. There is also the potential for violence in perpetrating cargo crime, putting the well-being of truck drivers and other industry employees at risk, IBC reported.



“Cargo theft is a serious crime,” said Bill Adams, vice president, Western & Pacific, IBC, in the release. “It is costing the Canadian economy billions of dollars and can be dangerous. The cargo theft initiative brings together the many different parts of the transportation system to help curb this type of criminal activity, protect people in our communities and save Canadians money.”

Historically, cargo theft has often gone unreported and “it can be easily overlooked due to the many different parts of the transportation process,” the release noted. “That is why, in 2014, IBC teamed up with the Canadian Trucking Alliance to launch the Cargo Theft Initiative. This initiative aims to raise awareness of the dangers and costs associated with cargo theft, and to assist in the recovery of stolen goods.”

Last summer, the cargo theft reporting database – the heart of the program – facilitated communication between insurance companies and law enforcement, leading to a police raid. As a result, the owners of approximately \$1.4 million in stolen goods were identified, the release said.

To date, this program has launched in Ontario and Atlantic Canada and has seen great success. “More and more often, individuals are being reunited with their stolen goods, saving consumers money.”

Staff Sergeant Kristie Verheul of the Calgary Police Service’s Economic Crimes Unit, added that “by knowing where and when criminals are active, we’re able to investigate and do the analysis required to catch and charge those responsible and help prevent further incidents. With insurers, truckers and police working together, we are helping to make cargo shipments travelling in this province safer and more secure.”

Source: <http://www.canadianunderwriter.ca/news/cargo-theft-program-launches-in-western-canada/1003931331/?&er=NA>

IN THE NEWS

Europol Supports European Action Against Organised Motor Vehicle Crime

Europol Press Release: 11 December 2015



In the early morning of 9 December 2015, in a coordinated police action (Operation Sprinter) to tackle organised motor vehicle crime, five European Arrest Warrants were executed. The arrest warrants were issued by Germany's Public Prosecutor Office in Frankfurt/Oder and simultaneously executed in the Gorzów area of Poland and in Whitby, United Kingdom.

Polish police officers and their German colleagues from the state office of criminal investigation in Brandenburg arrested four gang members at their homes. A fifth suspect had fled to the UK but was arrested in Whitby thanks to close cooperation between Brandenburg and English police. During six house searches extensive evidence was seized including mobile phones, navigation systems and electronic devices used to commit offences.

Polish and German police authorities worked together in a joint investigation team (JIT). A JIT is an investigation team set up for a fixed period, based on an agreement between two or more EU Member States and/or competent authorities, for a specific purpose. It facilitates the international cooperation and exchange of information.

The whole operation was supported by Europol which participated in three operational meetings with the involved authorities, facilitated information exchange and provided in-depth-analysis. The action day was supported by two Europol analysts on the spot to extract data from seized devices and to cross check this data with Europol databases to enable immediate follow-up investigations.

This action was part of an umbrella investigation by Brandenburg police. It started already in 2013, focusing on mobile organised crime groups from several countries involved in the theft of several hundred cars.

Source: <https://www.europol.europa.eu/content/europol-supports-european-action-against-organised-motor-vehicle-crime>

CARPOL Conference on Motor Vehicle Crime

Europol Press Release, 16 December 2015



On 9 and 10 December, Europol hosted a conference focused on cross-border vehicle crime. The event was organised by the Luxembourg Presidency of the Council of the EU.

Chaired by the Luxembourg Criminal Police, the conference saw the participation of police officers from 24 EU Member States and Switzerland, along with experts from Europol and Interpol. The dedicated network of national coordinators in this field is known as CARPOL.

The results of the Joint Police Operation LUXCAR were amongst the most important topics on the event's agenda. LUXCAR is a European-wide operation which targets vehicle crime and focuses on the EU territory and its external borders.

"An effective fight against organised vehicle crime needs common tools, like Operation LUXCAR. Europol is committed to delivering its full support to trans-national criminal investigations into motor vehicle smuggling", said Wil van Gemert, Europol's Deputy Director of Operations.

Another important theme discussed was the trade in stolen vehicle spare parts. CARPOL's recommendations for tackling this increasing problem are:

- intensifying training for police officers, at a national level or via Europol, in order to detect stolen spare parts;
- continuously focusing on public/private partnerships;
- increasing law enforcement agencies' access to the manufacturers' databases;
- setting-up a dedicated task force.

Source: https://www.europol.europa.eu/latest_news/carpol-conference-motor-vehicle-crime

IN THE NEWS

Electronic Theft Methods

By Ian Platt, Associate Director and UK Branch Treasurer

In the UK, the Police (Na.V.C.I.S.), M.I.R.R.C.Thatcham and leading vehicle security companies have been very successful in driving down vehicle crime, having reduced reported theft of vehicles from 620,000 per year in the mid-90s to under 85,000 today. (Source : Association of British Insurers)

However, whilst the overall numbers may be going down, two significant aspects of this are:-

- The value of stolen vehicles has gone up and,
- The number of stolen vehicles recovered has fallen

Electronic Theft Methods

1) On Board Diagnostics (OBD) Port Intrusion

Recently, the UK has seen our motor industry 'criticised' over the fact that their one time (almost) thief proof cars have 'all of a sudden' become targets of organised key cloning crime gangs

Thieves have discovered a new way to steal your vehicle by overriding the manufacturer's immobilisation system by connecting a Laptop / PDA / EDI Key into the OBD Socket and programming a new key into the ECU.

This is a relatively new theft method employed by Organised Criminal Gangs (OCG's) to steal, in particular, high value vehicles.

E-crime as its referred to in the media is the means of stealing vehicles usually of high value using data readers and computer equipment to the tune of (they suggest) 200 vehicles a week from the London area alone.

Indeed the UK national figure for such crimes has been quoted by some as 38,000 with one force suggesting they can't keep up with e-car theft in their area and describing it as 'spiralling out of control' with huge amounts of police working hours wasted in dealing with these crimes.

So have all of a sudden car thieves become a lot smarter?

Since September 2009, each new vehicle has to have an On Board Diagnostics or OBD Port. By law, the data accessible by the OBD Port has to be accessible because European emission standards outlined in Directive Euro 5 define the acceptable limits for exhaust emissions of new vehicles sold in EU member states. At service, this information has to be available to any competent garage that carries out that service.

The OBD or On Board Diagnostic data port, normally used to interrogate a vehicle's own real time self-diagnostic and reporting capability appears to be the culprit and it's this necessary 'plug in' that has compromised vehicle security and made cars become vulnerable to theft.

OCG's have discovered a means of stealing vehicles by 'hacking' into the OBD Port using equipment readily available on-line. Thieves can get into the car by decoding and hacking the door lock or by breaking the window in a way that doesn't set off the ultrasonic alarm sensor (they attach cling film or cellotape to the window to prevent breaking glass triggering the ultrasonics).

Then they attach a 'reader' (readily available on-line), laptop or PDA into the OBD port whereby they can disable the immobiliser and copy key information into blank keys.

Continued on the next page

IN THE NEWS

Electronic Theft Methods (continued)

Via Google you can buy blank 'On-Board Programmable Keys' or 'Cloneable Transponder Keys'.

A high percentage of modern vehicle thefts are now electronic. Manufacturers update the OBD software only for it to be hacked again by these OCG's.

Certainly the fact that some 4 million cars on Britain's roads now have keyless electronic ignition and or push button starting as a feature was good news up to a year or so ago. The bad news however was that the thieves realised that they no longer needed the actual keys to steal their target cars but by using certain electronic equipment available to all on the internet they could clone blank keys (also freely available on the internet) simply by plugging it into the vehicles OBD.

Also insurance companies should now insist on 'OBD Port Protection' and that a suitable product is fitted to all keyless cars they insure and that recent information indicates that many are now insisting on it.

It would be beneficial too if manufacturers had Port Protection as part of a PDI (Pre-Delivery Inspection) on all new and used keyless vehicles. This idea itself has brought about its own nightmare as an Euro 5 Legislation relating to emissions states 'the port' must remain accessible at all times, meaning the manufacturer's cannot fit it at the factory - but they can as aftermarket equipment.

The patented, Sold Secure Tested, SMMT recommended, Ford Motor Company endorsed and Thatcham accredited, OBD Port Protector is a high-spec 'safe' that encloses the OBD Port connector in a secure box. No wires are cut so there is no effect on Warranty and it can only be unlocked using a TVL 'secure-MY-code' Registered Key which is registered to the owner. The only time the OBD Port Protector needs to be opened is at vehicle service or in an emergency situation.

Euro legislation also states that by 2015, all Plant and Machinery engines and Motorcycles must also have an OBD Port – another smorgasbord for the OCG's.

2) Electronic OBD Port Immobiliser

An alternative to the physical OBD Port Protector described above is the Electronic OBD Port Immobiliser, which is by some, preferred to the box and maybe more suited to passenger vehicles than commercial vehicles.

The idea for this immobiliser came about because the substantial OBD Port Protector is not supported by some OEM's because of its position in the vehicle in relation to the driver, although it can be repositioned to overcome this.

It started as a discussion I had with an Officer of Police Scotland about 'removing the power' from the OBD Port. Following a recommendation by Simon Hurr, Past President of I.A.A.T.I. UK, I arranged a meeting with a major Alarm Manufacturer and, under the cover of a Non-Disclosure Agreement (NDA) put the question forward. The outcome saw Tony Powell, MD of Trade Vehicle Locks and a Director of I.A.A.T.I. UK fully support and help develop the idea.

The response was that a product should be based on a Thatcham accredited, passively armed Category 2 dual circuit immobiliser, in that it would isolate the OBD Port / ECU Communication canbus leads instead of the ignition / crank / fuel circuits of the traditional engine immobiliser.

As soon as the ignition is switched off, the canbus leads are 'immobilised' thus preventing communication with the ECU via the OBD Port. The live status of the Port is resumed by a 'close range' transponder placed in the close proximity of a reader, thus allowing it to be installed covertly behind a plastic interior trim. Each time the transponder is used, a new code is programmed in by the customer to avoid cloning.

Continued on the next page

IN THE NEWS

Electronic Theft Methods (continued)

An 'emergency' override code (card) is also supplied.

Also, typically for fleet operators, the override code can be registered with the 'secure-MY-code' security register with access 24/7 should the code be lost or misplaced.

TVL were instrumental in the development of the idea and have submitted it to Thatcham for accreditation and is now a Ford Motor Company aftermarket product.

The only time the OBD has to be 'live' is at service or emergency as described above.

3) Electronic Control Unit (ECU) Shield Substitution

Thieves can remove the plastic wing / wheel arch at the front of the vehicle which exposes the ECU. By forcibly removing the two electric plugs and re-inserting them into a substitution ECU (see below) with a matched key, they can press the unlock button on the new remote which turns off the alarm and use the substitute key to start the engine.

Type 'ECU Substitution' into Google and you'll find a whole array of replacement ECU's for all major Manufacturer models.

The TVL ECU Shield secures the ECU with high security fixings preventing this type of product substitution.



Key Operated OBD Port Protector



Dial Code OBD Port Protector



Electronic OBD Port Immobiliser

Recent new additional customers to one or all of the above products are:-

- Ford Motor Company (SBA Programme)
- Hertz UK
- Freight Transport Association (shopFTA)
- Yodel and SDP Courier Companies

For more information contact Ian Platt on ++ 44 (0) 7899 967322 or Ian.platt@tv-ltd.co.uk

IN THE NEWS

Canada: Police dismantle vehicle theft ring with ties to Nigerian organized crime

Chris Fox, CP24.com, December 11, 2015

Police have filed a total of 640 charges against members of an alleged criminal organization that they say stole more than 500 luxury SUVs from Greater Toronto Area (GTA) driveways over the last year and then shipped them to various African countries for resale.

Police began investigating the group last January after seeing an uptick in the theft of high-end vehicles.

Insp. Mike Earl said that early on in the investigation, police identified two “notorious thieves” that had been previously arrested for similar crimes and were largely responsible for this operation and decided to “take the head off the snake” rather than dealing with the thefts at hand.

That in turn kick started a massive investigation that brought in police agencies from across the GTA and saw upwards of 50 officers assigned to the case at any given point.

During the course of that investigation, Earl said police uncovered a “sophisticated operation” wherein a trio of employees at two GTA automobile yards would photograph the vehicle identification number cards and key codes for select vehicles and sell the images to the alleged criminal organization at about \$200 a pop. At that point, police allege, a corrupt employee at a Durham Region Service Ontario office would then be paid to search a government database and provide information on who purchased the vehicles for which the organization already possessed the VIN card information and key code. With that information in hand, police say the two people atop the organization would then give a team of alleged thieves “a shopping list” complete with addresses and key codes they could use to enter the vehicles without setting off their security systems. Those thieves were then able to use laptops to hack into the vehicles’ operating system and program a blank key to start the ignition, police say.



Some of the 200 stolen vehicles recovered by police as part of an investigation into a criminal organization are shown. (Toronto Police Service)

Continued on the next page

IN THE NEWS

Canada: Police dismantle vehicle theft ring with ties to Nigerian organized crime (continued)

From there most of the vehicles were allegedly shipped to ports in Halifax or Montreal, where they were then loaded onto cargo ships and sent to Nigeria or Ghana, where police believe they were purchased by the 'Black Axe' criminal organization.

Some other vehicles, meanwhile, were either broken down to parts or given new VIN numbers and resold in the GTA using websites like Kijiji, police say. The estimated value of all of the vehicles stolen is \$31 million.

"I truly believe this is the biggest operation that we have seen taken out in Canada. I have never seen anything like this," Earl told reporters at a Friday morning news conference, noting that he has only ever read about criminal organizations of this size and scope.

Police executed 36 search warrants

As part of their investigation into the alleged criminal organization, police executed a total of 36 search warrants at homes and business across the GTA on Thursday morning. During the course of executing those search warrants, police arrested 18 people and seized about 200 stolen vehicles, 179 of which had already been loaded onto shipment containers and were destined for overseas.

Speaking with reporters at Toronto Police headquarters on College Street, Earl said he expects the dismantling of the organization to make a major dent on crime in the GTA, where the group is believed to have been behind 10 to 15 per cent of all reported vehicle thefts in the last year. Earl also noted that by shutting down this organization, police are disrupting the operations of a notorious criminal group in Nigeria's Black Axe.

"There is a direct link between some of these individuals and The Black Axe and I can assume the money is not going to good," he said. Among those arrested on Thursday, were a locksmith, a Service Ontario employee and a number of shipping yard workers and car dealership owners. Police also arrested a man who Earl referred to as "the prince of thieves" and the alleged leader of the group. That man, 63-year-old Joseph Mensah, is facing a combined 102 charges, including commission of an offence for a criminal organization, 18 counts of trafficking over and 73 counts of conspiracy.

Police are continuing to search for six other suspects believed to be involved in the ring, including another alleged leader in 26-year-old Wael Hussein. Hussein is wanted for a combined 112 charges.

Source: <http://www.cp24.com/news/police-dismantle-vehicle-theft-ring-with-ties-to-nigerian-organized-crime-1.2696775>

Inaugural LATAM Branch Annual Seminar

Latin American Branch President, Daniel Beck invites IAATI members to attend and celebrate his Branch's first annual Training Seminar in March.

The Latin American Branch has established strong working partnerships with Law Enforcement, government agencies, registration authorities, academic institutions, insurers, and companies involved in the prevention, detection, and investigation of vehicle related crimes.

The LatAm Board promise to deliver a very professional and educational seminar filled with renowned Latin American hospitality. For more information contact Daniel and his team at info@iaatilatam.org

LATAM 1st Annual Training Seminar

9 – 11 March, 2016

Buenos Aires,
Argentina

IN THE NEWS

USA: House panel examines safety risks and benefits of the 'Internet of Cars'

Erin Kelly, USA TODAY, November 18, 2015

WASHINGTON — Technology that connects cars to the Internet has the potential to prevent crashes and save thousands of lives, but it also could allow hackers to grab control of vehicles and use them as weapons, experts told a House panel Wednesday. "We're entering a new, exciting era, but we want to be ready for it," said Rep. John Mica, R-Fla., chairman of the House Oversight and Government Reform Subcommittee on Transportation at a hearing on the "Internet of Cars."

The full oversight committee is trying to determine what, if any, federal legislation should be passed to regulate cybersecurity and privacy in Internet-connected cars. The biggest development to come in the near future — vehicle-to-vehicle communication — has the potential to help prevent up to 80% of crashes involving two or more cars, said Nathaniel Beuse, associate administrator for vehicle safety research at the National Highway Traffic Safety Administration, which is developing safety rules for the new technology.

The technology would allow cars to communicate with one another, sharing their GPS positions, speeds and direction. The vehicles would warn drivers that their cars are about to collide. If a driver does not respond quickly, the technology would take over to apply a car's brakes or change steering.

"New technologies such as vehicle-to-vehicle communications and automated vehicle technologies have the potential to dramatically change the safety picture in the United States by helping drivers avoid crashes in the first place," Beuse testified.

In 2013, there were over 5.7 million motor vehicle crashes in the United States, and 32,719 people died in vehicle-related crashes, Beuse said. But connected cars also could make drivers vulnerable to hackers, warned Khaliah Barnes, associate director and administrative law counsel of the Electronic Privacy Information Center. "Cars can be remotely hacked and controlled from anywhere in the world via the Internet," she said. "Wireless hacking can also give hackers access to the car's physical location using built-in GPS navigation systems, which would facilitate crimes such as harassment, stalking, and car theft."

Identity thieves also could hack their way through the computer systems of a connected-car to steal drivers' credit card numbers, home addresses, and other personal information, Barnes said. "Every day without car privacy and safety protections places countless drivers at risk of having their personal information — or worse, their physical safety — compromised," she said.

Car makers said they are working with the National Institute of Standards and Technology to develop strong cybersecurity practices and urged lawmakers not to develop inflexible regulations that may stifle innovation. "If we have the freedom to innovate...the promise of the future cannot be imagined today," said Harry Lightsey, executive director of global connected customer experience for General Motors.

Barnes urged committee members to pass legislation that would safeguard drivers' privacy rights, establish civil fines for the malicious hacking of vehicles, and grant rule-making authority to the National Highway Transportation Safety Administration to establish safeguards for connected vehicles. "Congress must act swiftly to combat the current and future privacy threats posed by the Internet of Cars," she said.

Rep. Ted Lieu, D-Calif., introduced the Spy Car Study Act this month that would regulate automotive software safety, cybersecurity and privacy. The bill, co-sponsored by Rep. Joe Wilson, R-S.C., would require the National Highway Safety Transportation Commission to conduct a one-year study to recommend a framework for regulating automotive software safety, cybersecurity and privacy. "Americans have a right to drive cars that are safe and protected from hackers," Lieu said. "Frankly, without adequate protections, a hacker could turn a car into a weapon."

Source: <http://www.usatoday.com/story/news/2015/11/18/house-panel-examines-safety-risks-and-benefits-internet-cars/76001022/>

IN THE NEWS

Australia: Terrorists 'using Aussie cars' in jihad

Renee Viellaris, The Courier-Mail, November 24, 2015

CAR-loving politician Ricky Muir believes 4WDs are being shipped to the Middle East from Australia where they are being used by Toyota-loving terrorists including ISIS fighters.

The Australian Motoring Enthusiast Party Senator will today move a motion demanding the Federal Government protect 4WDs from warmongering militants and call in security agencies to probe his concerns.

It is understood the Government has no credible information about 4WDs in Australia being stolen and exported to the Middle East but the make-up of the Senate has forced it to meet with Senator Muir about his concerns. The Government does not have a majority in the Senate and needs crossbench numbers to pass legislation if it does not have the support of the Labor Party.

Senator Muir will move a motion calling on the Government to "direct the responsible authorities to further investigate this problem in the interests of national security".

The Senator, guaranteed \$1.2 million in salary for his six-year term, received just 0.51 per cent of the vote in the 2013 election. It has prompted the Government to embark on voting reform.

Senator Muir, who is gaining the respect of Government and Labor parliamentarians, was working hard but this issue was non-existent, sources told The Courier-Mail.

The Victorian Senator will cite information from the National Motor Vehicle Theft Reduction Council, which estimates about 20 passenger and light vehicles are stolen and exported from Australia each week.

There have been recent images of ISIS militants riding on the back of Toyota Hiluxes and LandCruisers, waving their trademark black-and-white flags and holding up assault rifles.

Last month, the Japan Times reported the US had asked Toyota about the prominent use of its vehicles by militants in Syria, Iraq and Libya.

"We are supporting the US Treasury Department's broader inquiry into international supply chains and the flow of capital and goods in the Middle East," Toyota spokeswoman Amanda Rice said.

Toyota said it was impossible to control channels whereby vehicles could be resold by third parties.

It is likely the vehicles are being siphoned to battlegrounds from within Europe.

Senator Muir's motion, obtained by The Courier-Mail, asks the Senate to note: "Terror experts claim that these 4WD vehicles are exported to Turkey and then driven across the border into Syria for use as armoured vehicles by terrorist organisations."

It calls on the Government to "require all vehicle exporters to provide ... a clean Personal Property Securities Register report as a mandatory compliance component of the export process".

Source: <http://www.couriermail.com.au/news/terrorists-using-aussie-cars-in-jihad/story-fnihsrk2-1227620301781#load-story-comments>



IN THE NEWS

USA: Car-Theft Ring Said to Target NYC's Airports

By Andrew Tangel, The Wall Street Journal, Nov. 4, 2015

Authorities say thieves took rental cars and stole other vehicles from airport lots to be shipped to Africa

They showed up at car-rental counters at New York City airports with fake IDs and credit cards.

The vehicles they rented, along with others stolen from airport lots, were loaded into shipping containers in the Bronx for a voyage to West Africa, authorities said.

The alleged car-theft ring, outlined in a Bronx grand jury's indictment unsealed Wednesday, allegedly involved 14 suspects and 71 stolen vehicles, ranging from luxury models, such as Mercedes, to the less-pricey Toyota Camry.

The office of New York Attorney General Eric Schneiderman said Dramane Doumbia, 57 years old, was at the center of the alleged ring, operating a Bronx shipping-container lot where the allegedly purloined autos were initially taken.

At an afternoon arraignment in Bronx Supreme Court, Mr. Doumbia pleaded not guilty. His court-appointed attorney, Lawrence Sheehan, said Mr. Doumbia had lived in the U.S. for 28 years and hadn't previously been arrested or convicted of a crime.

Prosecutors argued that Mr. Doumbia was a flight risk, saying he had "extensive contacts" overseas. His bail was set at \$500,000. Five other defendants entered not guilty pleas; a hearing for a seventh was postponed until a French interpreter could be found.

The 23-page indictment accuses the defendants of crimes including possession of stolen property, grand larceny and conspiracy.

Mr. Schneiderman said two of the defendants were responsible for fraudulently renting the cars at John F. Kennedy International and La Guardia airports. Others allegedly would identify buyers in Guinea, Sierra Leone and Ivory Coast. Authorities said other defendants helped load autos onto 40-foot containers at the Bronx shipping-container lot.

A spokesman for Mr. Schneiderman said many of the stolen vehicles were recovered before the ships set sail. The attorney general's office said the investigation, dubbed "Operation Cruise Control," spanned more than a year, and relied on informants and surveillance techniques including wiretaps.

A handful of the defendants charged in the case also face charges in a New Jersey case announced in October by the office of that state's acting attorney general, John Hoffman.

Twenty-one men faced charges in that case, which allegedly involved stealing and carjacking vehicles in New Jersey and New York and shipping them to West Africa.

A spokeswoman for Avis Budget Group Inc. said Wednesday the company has enhanced its security systems in recent years. She said the company was pleased authorities made arrests in the case.

A Hertz Corp. spokeswoman said the company takes theft prevention seriously and has been cooperating with the authorities. A spokeswoman for National Car Rental's parent, Enterprise Holdings Inc., declined to comment.

—Derek Kravitz contributed to this article.

Source: <http://www.wsj.com/articles/car-theft-ring-said-to-target-nycs-airports-1446682281>

IN THE NEWS

Canada: Stolen Tesla Model S retrieved using smartphone app

By Andrew Krok, Car Tech, C-NET, 3 November 2015

Vehicle-location services can do more than help scatterbrained owners figure out where their cars are parked.

When an owner's Tesla Model S suddenly disappeared from a parking garage, a combination of quick thinking and the automaker's smartphone app led to the car's prompt recovery. Strangely enough, new technologies facilitated both the car's theft and its subsequent retrieval.

Katya Pinkowski parked her Tesla Model S 85D in an underground parking garage for the evening. Upon her return, the car was missing, and calls to towing companies didn't provide any closure. Pinkowski's second call was to her husband, Cary, who used Tesla's smartphone app to track the car's location in real time, which was then relayed to local police, who apprehended the thief and returned the car to its owners.

Instead of calling on Tesla to deactivate the car remotely, the Pinkowskis left the car active and gave that information to the Royal Canadian Mounted Police. "It was so much fun, actually," husband Cary told a reporter for The Province.

The car was stolen because the Pinkowskis had accidentally left an extra wireless key fob inside the parked Model S. New-car technology was thus responsible for both the bad news and the good news that came shortly thereafter.

Smartphone apps that relay pertinent vehicle information to the owner are not limited to high-end vehicles like the Model S. Both GM and Hyundai offer apps that include the same services, although it's typically reserved for helping an owner find his or her parking space. Several automakers also offer remote vehicle tracking in case of theft. Perhaps most famously, Mercedes-Benz used its mbrace system to track the Boston Marathon bombers after they hijacked a late-model M-Class crossover.

Systems like these could go a long way in ending vehicle theft as we know it. As more and more new cars come connected to the cloud, smartphone-based location services could serve as serious deterrents for would-be scofflaws. Used cars are not able to take advantage of the same technology, but that's what the aftermarket is for -- LoJack has been providing aftermarket stolen-car tracking for decades.

Source: <http://www.cnet.com/news/stolen-tesla-model-s-retrieved-using-smartphone-app/>



IN THE NEWS

India: Govt to roll out high security number plates for all vehicles

Shafaque Alam, TNN, 18 November 2015

The Uttar Pradesh transport department has decided to fix high security registration plates (HSRP) on all old and new vehicles to make them safer and curb cases of counterfeiting and duplication.

NOIDA: The Uttar Pradesh transport department has decided to fix high security registration plates (HSRP) on all old and new vehicles to make them safer and curb cases of counterfeiting and duplication.

HSRP is a secure number plate aimed to establish a uniform pattern of displaying registration marks across the country. The plates carry unique details along with the registration number. While the regular registration plates can be easily tampered with, making them prone to theft, HSRPs are tamper-proof, non-replaceable and ensure more safety for vehicles.

The transport department has issued a tender inviting suitable bidders to create infrastructure for supplying and affixing HSRPs all around UP. HSRP was introduced by the Centre and the UP government intends to implement the scheme as prescribed in Rule 50 of the Central Motor Vehicles Rules, 1989, and Motor Vehicles (New High Security Registration Plates) Order, 2001.

Transport commissioner K Ravinder Naik told TOI that HSRP minimizes the risk of vehicle theft. "We have invited a bidding tender for implementing the project and to establish necessary infrastructure. The bidders will maintain and operate the infrastructure, formalities, services and establishments in all the districts of UP," he said, adding that the transport department would soon call a pre-bid meeting to discuss the issue.

Naik said all existing and new vehicles would have to use the HSRP. New vehicles sold in the country will come fitted with HSRPs and the transport department will organize camps to facilitate fixing of the plates on old vehicles.

The Supreme Court direction said states have to implement the project within two years. "We will ensure that all our vehicles have the plates by then. The transport department may seek an extension of six months if all the vehicles are not covered in the stipulated period," the transport commissioner said.

Officials said HSRP would also aid in creating a computerized and nationwide database of registered vehicles. Uttar Pradesh has a total of over two crore vehicles on city roads. RTO Ghaziabad, which covers the region of Ghaziabad, Noida, Hapur and Bulandshahr, has a total of 15,61,127 vehicles.

Source: <http://auto.economictimes.indiatimes.com/news/industry/govt-to-roll-out-high-security-number-plates-for-all-vehicles/49830798>

USA: Selling and installing counterfeit airbags is a specific crime in New Jersey.

The governor has signed a [bill](#) targeting phony airbags. The knockoffs threaten motorist safety and lives, the Coalition's Howard Goldblatt told Gov. Chris Christie in a [letter](#) urging his signature. Counterfeit airbags are consumer safety hazards. They're shoddy and don't properly deploy in crashes. Shady body shops pay a few dollars for knockoffs then falsely overbill insurers for expensive brand-name replacements. The Coalition worked with Honda America to push the legislation. New Jersey is the 10th state to enact an airbag fraud law since 2013 (and 3rd state this year).

Source: Fraud New Weekly, Coalition Against Insurance Fraud, 13 November 2015

IN THE NEWS

Australia: Motorcyclists' security practices revealed

Theft Torque, NMVTRC, December 2015

Tackling motorcycle theft poses a number of unique challenges. Their portability and demand for parts makes them frequent theft targets with unsecured motorcycles able to be quickly wheeled away without being started or in the case of lighter bikes such as scooters, lifted into a van by just one person. Similarly, minimal in-built security means that unlike modern passenger vehicles that have self-arming immobilisers, motorcycles rely on rider intervention to secure the bike.

The NMVTRC's CARS service recently conducted a survey with close to 200 motorcycle theft victims in SA to better understand motorcyclists' perception of theft and the options available to them to minimise their risk. In line with theft trends, owners of on-road motorcycles made up the majority of victims (55 per cent), with scooter riders well represented (32 per cent). Twenty-two per cent of respondents had an off-road trail bike stolen. In 50 per cent of cases, the motorcycles were recovered.

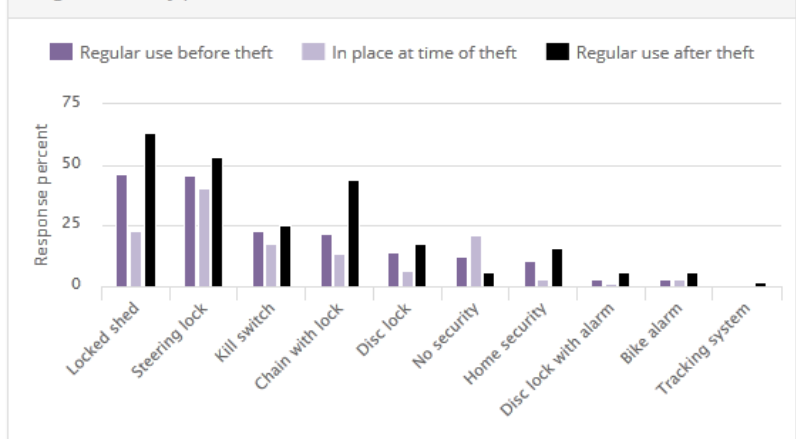
While the majority of riders (88 per cent) surveyed did regularly employ security measures, the survey highlighted the need for additional education surrounding the dynamics of motorcycle theft. Respondents vastly underestimated the risk of theft from the home. Parking in a locked shed or garage was the most common anti-theft measure employed (46 per cent) with 70 per cent of those surveyed believing it to be the most effective security practice. However, in 73 per cent of cases riders reported that their bike was stolen from a residence (with 32 per cent involving a residential break-in). Only 47 per cent perceived the home to be the most likely theft location.

The survey also pointed to a need for more information on the security devices available to riders and their effectiveness. A disc lock with alarm was considered extremely or very effective by 61 per cent of those surveyed but only 6 per cent claimed to use the device on a regular basis. Similarly, the steering wheel lock was engaged at the time of theft in 40 per cent of cases, yet 85 per cent of victims still perceived the device to be effective in preventing theft. A number of respondents felt there was little they could do to protect their bike, or that the current options available to them were limited or inconvenient such as carrying a heavy chain.

Being a victim directly affected riders subsequent behaviour with 36 per cent of those surveyed ceasing riding a motorcycle altogether after the theft.



Regular security practises before theft, at time of theft and after theft



Continued on the next page.

IN THE NEWS

Australia: Motorcyclists' security practices revealed (continued)

Those who continued to ride increased their regular use of all types of security. Most became more vigilant in their use of a chain with lock (from 22 per cent to 44 per cent) and by parking in a locked shed (from 46 to 63%).

Respondents called for more options to secure their bikes and better education around theft risk. Half were prepared to spend more than \$100 on securing their motorcycle, with 27 per cent prepared to spend over \$200. More anchor points in public parking areas and the use of high quality security cameras where bikes are parked was considered necessary. Victims also felt motorcycles should have inbuilt security such as tracking devices and microdots as standard equipment.

The survey results indicate that theft is a concern for motorcyclists and highlights the need for more community education, particularly around the risk of having a bike stolen from the home. With such a high proportion of motorcyclists ceasing riding after experiencing a theft, and the majority willing to invest in security, the NMVTRC believes that manufacturers and distributors should be doing more to educate buyers about security.

The full report is available at ncars.on.net/motorcycle-survey.html

Source: http://www.carsafe.com.au/images/stories/pdfs/Theft_Torque/Theft_Torque_54_December_2015.pdf

Australia: Helping locals get active

Theft Torque, NMVTRC, December 2015

The NMVTRC's brand new publication to assist local organisations in reducing motor vehicle theft in their area is now available.

Vehicle theft has a significant impact on local communities. Car theft and home burglary go hand in hand with stolen vehicles frequently used to transport stolen property. Vehicle theft also often results in extensive damage to property and sometimes, tragically, in the injury or death of innocent road users.

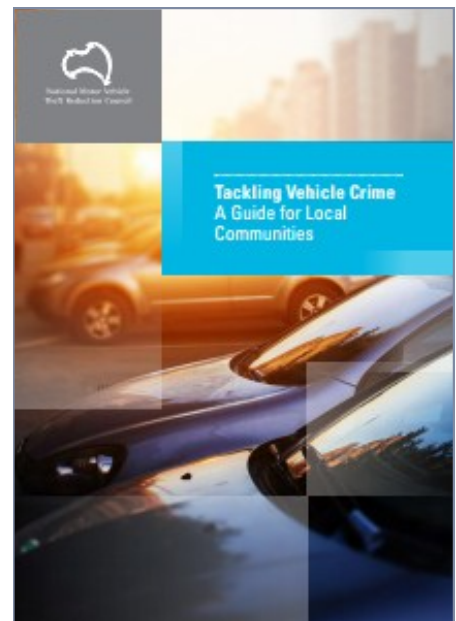
While the impacts are felt strongly at the local level, community organisations can also be particularly influential in dispelling commonly held myths about car theft and informing motorists on how they can avoid becoming a victim.

The NMVTRC's *Tackling Vehicle Crime: A Guide for Local Communities* recognises this important role and provides detailed information and a comprehensive range of data and resources to support local vehicle theft prevention initiatives.

The online publication features assistance in promoting key messages, elements of a successful campaign, NMVTRC available resources, the importance of evaluation and detailed case studies on previously successful community-led campaigns.

The interactive e-book is available to download from http://www.carsafe.com.au/images/stories/pdfs/Resources/NMVTRC_Tackling_Vehicle_Crime_Guide_web_FA.pdf A print version of the guide is also available.

Source: http://www.carsafe.com.au/images/stories/pdfs/Theft_Torque/Theft_Torque_54_December_2015.pdf



IN THE NEWS

Australia: The year in review highlights challenges for 2016

Theft Torque, NMVTRC, December 2015

A little over 40,700 passenger and light commercial vehicles (PLC) will have been reported stolen in Australia by the end of 2015. Around 10,200 of those will not be recovered. The estimated cost of these thefts to the Australian community, excluding the very large community costs associated with police investigations, courts, and corrections will be around \$650 million.

While a continued downward trend is pleasing, we need to delve behind the headline numbers to highlight the challenges that have to be met in 2016 if we are going to improve or indeed sustain these historically low numbers.

In 2015, while total short term theft continued to decline at the national level, the proportion of immobilised vehicles stolen for short term use continued to rise with almost seven in 10 stolen cars fitted with an Australian Standards Equivalent (ASE) immobiliser.

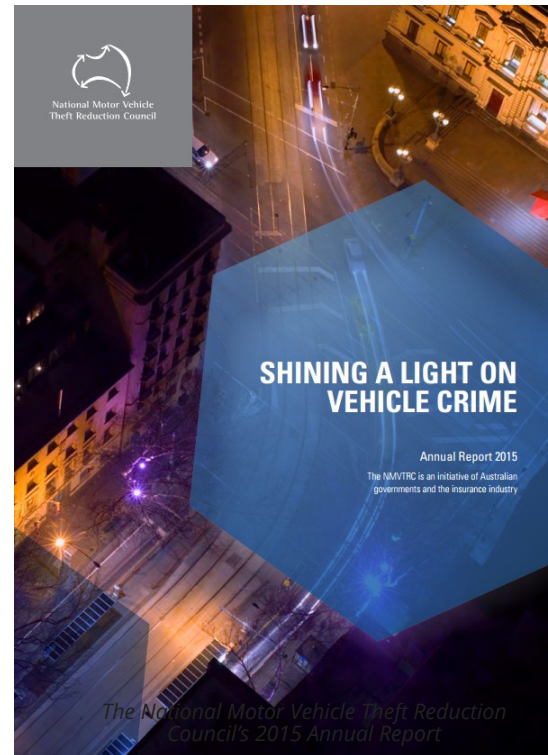
While this growth in the theft of immobilised cars is broadly in proportion to the increased immobilisation rate of Australia's fleet it highlights the growing incidence of thieves now gaining access to the vehicle's key and transponder in order to steal secure vehicles. Police in all jurisdictions confirm that burglary on residential premises has become the most common method of obtaining transponder keys.

Theft via the owner's own transponder key not only raises issues of personal safety but also means that vehicles of any age are now potential targets. This has led to a change in the age distribution of short term thefts over the past five years. In 2011 vehicles manufactured prior to 2001 made up the large majority of thefts but since 2012 there has been a clear shift which has seen newer vehicles manufactured from 2001 onwards taking over as the top theft targets.

Police in all jurisdictions are also reporting a disturbing change in the dynamics of short term vehicle theft, where a growing proportion of thefts involve young, very high rate recidivist offenders who are using stolen cars as a means of committing serious crime sprees involving multiple burglaries, armed robberies and ram raids. Many of these offenders routinely undertake extreme high risk driving with virtually no regard for the life threatening or legal consequences of their actions. When detected, it is found that most of these offenders already have a long history of involvement with the criminal justice system. The question must therefore be asked as to whether there are more effective ways to divert young offenders away from criminal pathways before they pose these very significant risks to the community.

With more than 10,000 PLC vehicles unrecovered in 2015 profit motivated theft remains a major concern. Large passenger vehicles continue to be the most popular targets of profit-motivated theft, constituting around a quarter of all missing vehicles. However, in 2015 the proportion of SUVs and light commercial utility vehicles continued to increase, pointing to their popularity in both the local and export markets.

The age profile of vehicles stolen for profit over the last 12 months confirms a gradual shift away from vehicles less than five years and more than 16 years old towards middle aged vehicles, six to 15 years old. Despite this, vehicles aged 16



Continued on the next page

IN THE NEWS

Australia: The year in review highlights challenges for 2016 (continued)

years and older and valued at less than \$5,000 still continue to make up almost half of profit-motivated theft, reinforcing earlier observations that the targeting of vehicles for their scrap value is a major contributor to vehicle crime in Australia.

In conjunction with our stakeholders we have identified that the predominate scrap metal industry practice of cash only transactions has enabled vehicle thieves to launder stolen vehicles through motor wreckers or scrap metal dealers with little or no risk of detection. A major focus on continuation of reforms across this industry sector will be required in 2016. Motorists' individual responses to their perceived level of vehicle theft risk is also an important part of the prevention mix. Our 2015 community attitudes survey has confirmed that overall the level of community concern in regard to car theft has remained relatively high.

Motorists now have a much better understanding of the types of cars that are at risk with the majority seeing recent model mainstream cars as those most commonly stolen. However, despite increased media and communications focus on theft of keys via home burglaries, over half of motorists still have the misconception that cars are more likely to be stolen from the street. More work needs to be done by all stakeholders to focus communication around key theft and key theft via house burglary in particular.

These and many other critical car theft issues together with the NMVTRC's responses are detailed in our recently released 2015 Annual Report. You can download a copy of the Report at http://www.carsafe.com.au/images/stories/pdfs/Annual-Reports/NMVTRC_Annual_Report_2015_FINAL.pdf



A novel way to secure your vehicle!

TRAINING & TOOLS

Training is one of the most important areas that we as auto theft investigators need to continually seek out. With the trends in auto theft changing on a daily basis, we need to stay on top of these new developments that can assist us with prevention, identification, investigation, and prosecution. If you know of any other auto theft courses that are being offered, please contact Denny Roske at: iaatidenny@aol.com IAATI will also post course announcements on our website and in APB during the year. Always check the IAATI web site for training information at: iaati.org The following auto theft training courses are being offered at this time:

2016 Conferences and Training Seminars

National Insurance Crime Bureau	Continuous	on line training web site, click on: courses	www.NICBTraining.org
Interpol Asian Vehicle Theft Symposium	Feb.16th – 18th	Bangkok, Thailand,	Renato Schipani r.schipani@interpol.int
California Hwy. Patrol 40 hour Vehicle Theft class	Feb. 29th – Mar. 4th	West Sacramento, California	Officer Bettini jbettini@chp.ca.gov
Latin American Branch 1st Annual Training Seminar	March 9th—11th	Buenos Aires , Argentina	Daniel Beck info@iaatilatam.org
International Assoc. of Marine Invest. Annual Seminar	March13th – 16th	Knoxville, Tennessee	http://iamimarine.org/iami/
California Hwy. Patrol 40 hour Vehicle Theft class	April 11th – 15th	Los Angeles, California	Officer Bettini jbettini@chp.ca.gov
Colorado Auto Theft Investigators	April 18th – 21st	Grand Junction, Colorado	Bill Johnson william@arvada.org
Australasian Branch Annual Training Seminar	April 18th – 20th	Melbourne, Australia	Mark Pollard mpollard@iaatiaus.org
NICB Training Academy	May 2nd – 5th	St. Louis, Missouri	Melitta Kewitz mkewitz@nicb.org
North Central Regional Chapter	May 2nd – 5th	Des Moines, Iowa	Cheryl Zofkie czofkie@nicb.org
Florida Auto Intelligence Unit Chapter	May 5th – 6th	To be determined, Florida	Sheri Taynor staynor@fatiu.org
North East Regional Chapter	May 9th – 12th	Ottawa, Ontario, Canada	Trevor Archibald archibaldt@ottawapolice.ca
National Odometer & Title Fraud Enforcement Association	May 15th – 19th	Park City, Utah	Holly Mertz Holly.Mertz@iowa.gov
United Kingdom Branch	June 8th – 9th	Hollywell Park, Loughborough Leicestershire, UK	Ian Platt platt.ian@btinternet.com
64th Annual IAATI International & South East Chapter Seminar	Aug. 7th – 12th	Murfreesboro, Tennessee	Rusty Russell DRussell@nicb.org

continued over the page

TRAINING & TOOLS

2016 Conferences and Training Seminars (Continued)

European Branch Annual Seminar	Sept. 28th – 30th	Estepona, Spain	Arne Knippel akn@forsikringopension.dk
Miami Dade Auto Theft Symposium	Oct. 3rd – 7th	Miami, Florida, USA Modimole, Limpopo	Rosa Holtz rholtz@mdpd.com
South Central Regional Chapter	Oct. 25th – 28th	San Antonio, Texas	Bill Skinner bskinner4309@gmail.com
South African Branch Seminar	Oct. 26th – 28th	Weesgerus Police Resort Modimole, Limpopo	Daan Nel dnel@tracker.co.za

Other Educational tools

The **International Association of Marine Investigators (IAM)** have released their Sept—December 2015 issue of their *Review* Newsletter. To download a copy click on the following link <http://www.datatag.co/iami/#p=1>



National White Collar Crime Centre NW3C: Online Salvage Vehicle Auction Fraud is now available as a webinar



ATPA Do you want to learn more about an ATPA? Interested in starting an ATPA? Then visit IAATI's ATPA Committee website for more information.

www.combatautotheft.org

Microsoft Office Training RECOVERI from South Africa has generously put together a basic and advanced MS office Training Program, and IAATI has

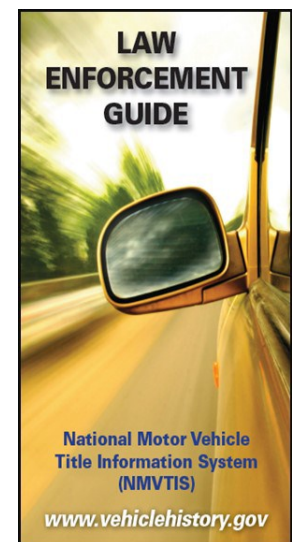


NMVTIS Law Enforcement Guide

The American Association of Motor Vehicle Administrators (AAMVA) and the Bureau of Justice Assistance have completed a NMVTIS Law Enforcement Guide tri-fold to use for educating and training Law Enforcement Investigators. The guide provides the Law Enforcement Investigator with valuable information on NMVTIS including:

- How Law Enforcement obtains access to NMVTIS;
- Types of businesses required to report to NMVTIS;
- How the businesses report to NMVTIS;
- How to verify a business is registered to report to NMVTIS;
- Explains the penalties for a business not reporting to NMVTIS;
- Provides information for the NVMTIS data consolidators; and
- Provides the information on how to report an NMVTIS violator.

AAMVA has made the guide available for viewing or downloading from the Law Enforcement section of the vehiclehistory.gov website. The new NMVTIS guide will be a new tool that should help IAATI members educate themselves and train their own agency's officers on this federally mandated program.



To View or Download the guide, click this link: http://www.vehiclehistory.gov/nmvtis_law_enforcement.html



**International Association
of Auto Theft Investigators**



IAATI Corporate Partner Program

About IAATI

The International Association of Auto Theft Investigators (IAATI) was formed in 1952 in order to improve communication and coordination, among the growing family of professional auto theft investigators. It has members in over 60 countries.

IAATI recognises that our most effective weapon to combat the vehicle crimes is cooperation. IAATI has actively pursued this by providing its members with an array of experiences, training and resources in areas such as technical developments, trends, intelligence information and investigative assistance. Through IAATI we are able to pool our resources in order to achieve our common interests, and better serve our communities.

IAATI is dedicated to developing and encouraging the highest professional standards of conduct among auto theft investigators, while providing an infrastructure for those dedicated individuals to broaden their knowledge and develop crucial networks with local and international colleagues.

Our Mission: To provide a global approach in vehicle theft deterrence, investigation, recovery and it's kindred crimes.

Our Vision: To be the recognized global leader in vehicle crime prevention, as well as a leading provider of vehicle theft related expertise and training.

Our Values:

- **Integrity** - We always do what is right.
- **Commitment** - We do what we say we are going to do.
- **Professionalism** - We encourage high professional standards for our members.
- **Collaboration** - We work together for the greater good of the organization, sharing our collective knowledge, exchanging technical information and new developments related and encouraging networking.

The IAATI Corporate Partner Program

The International Association of Auto Theft Investigators (IAATI) is recognised as one of the world's peak body for the provision of training and education to professionals involved in tackling vehicle crime. Our Corporate Partner Program's goal is that your participation and partnership will lead to reduced incidence of vehicle related crime, reduced costs to industry, higher recoveries for investigators, and a great return on investment for the recovery rates and return investment for those who sell products or services to our membership. Those companies and organizations who've chosen to partner with IAATI help ensure that Auto Theft Investigators from around the corner and across the world receive top level training programs at affordable prices.

As the leading non-profit global association for vehicle theft investigators professionals, IAATI has an unparalleled reputation around the globe for providing unbiased technical training, education and support to those working in the detection, investigation, or prevention of vehicle related crime.

Organisations can play a significant leadership role in helping us achieve our objectives, and we want you to benefit from the partnership too. You can show your corporate organisation shares the goals of IAATI and demonstrate a business advantage through a corporate partnership with us.



Why work with us?

Vehicle crime affects everyone, both directly and indirectly. Vehicle theft is a high volume crime that is often a gateway offence that leads an individual onto a life of crime. It can also be an offence that is used by terrorists or organised crime groups to directly commit other crimes or to fund their criminal activities.

The prevention, detection and investigation of vehicle related crimes involve considerable government resources, results in increased insurance premiums and exposes innocent citizens to the risks of buying stolen or potentially unsafe vehicles. Likewise associated offences such as staged accidents and identify and title fraud have significant direct and indirect impacts on both businesses and the community.

IAATI is leading the way in reducing vehicle crime and by working with us, you can join with us in the fight and share the benefits of IAATI's hard work and strong reputation.

At the same time you also get to connect your company with an international community of thousands of industry related members including:

- Law Enforcement investigators (local, state, national and international)
- Intelligence analyst's
- Insurance staff (fraud investigators, claims assessors, claims managers, underwriting managers), Policy advisers
- Transport agency and registration inspectors
- Forensics experts – fire investigators, locksmiths, Digital forensics specialists, electronic fraud specialists, accident reconstructionists, etc.
- Vehicle manufacturers
- Experts in the area of motorcycles, plant and machinery, heavy vehicles etc.
- Manufacturers and suppliers of vehicle security equipment
- Suppliers of investigator tools and services
- Customs officers
- Prosecutors, etc.

IAATI's members include those at all stages of their career path, but there is a large representation of senior management who are the decision makers that you want to reach with your marketing message. Our members come from all over the world, representing more than 60 countries.

Benefits for Corporate Partners

IAATI's Corporate Partnership program offers companies the unique opportunity to:

- support IAATI's activities in the development and education of professionals involved in the fight against vehicle crime
- assist with the provision of face to face and on-line training,
- facilitate the development of local, national and international networks across agencies and industries.

In addition the Corporate Partner program also offer opportunities for you to forge special relationships with IAATI members and create a dialogue with the members membership through an array of marketing and promotional elements.

Our partner program provides opportunities for you to drive customer awareness of your brand, your products and/or your services and introduce yourself through a trusted source - IAATI.

- *Reach the right people*
- *Extend your brand*
- *Amplify your message*

While IAATI does not endorse any product, Corporate Partners have an opportunity to create a dialogue with a highly targeted, captive audience through multiple touch-points.

These include:

- Articles and company profiles in APB, our glossy print magazine; and/or Auto Theft Today, our bi monthly e-newsletter,
- Announcements and logo links on IAATI's high traffic website IAATI website (Note: our website will be relaunched in early 2016 with a fresh new design that will provide more extensive range of member benefits and an a user friendly interface.)
- Posts on our Facebook page for timely communications in a format that fits with people's modern lifestyles.
- A links in our mobile seminar app that promotes our corporate partners , sponsors and exhibitors,
- Acknowledgement and publication of your logo in the IAATI Annual Seminar Program Book.
- Opportunity to include promotional material in Seminar delegates registration packs
- Opportunity to have training material, (videos, publications, PowerPoint presentations, reference guides, links to website tools, etc.) included in the IAATI file library
- Opportunities to sponsor IAATI initiatives such as IAATI Awards, travel scholarships, webinar program, etc.

Plus, many face-to-face opportunities to connect with your current and prospective customers throughout the year, including:

- 'Sponsor presentations' at training seminars
- Exhibition tables at training seminars,
- Opportunities to interact with members and fellow corporate partners at social and specific networking events.

Note: The Annual IAATI International Training Seminar usually attracts 300+ delegates.



Become an IAATI Corporate Partner

So meet your business development goals and support IAATI at the same time. Rise above the competition and become an IAATI Corporate Partner

As an IAATI Corporate Partner, our marketing team will work with you to develop an program fits your needs, targets your customers, and achieves your goals.

Choose from four levels of our Corporate Partners Program as detailed on the following page. If you want to make a big splash, chose the double booth option.

Show your customers that your support the fight against vehicle crime by choosing the Diamond Level which gives you permission to use the IAATI Corporate Partner Logo on your promotions.

For more information, or to start customizing your sponsorship package, contact:



Carmen Swanson

Director of Marketing and Sponsorship, IAATI

E: cswanson@iaati.org

P: +1 602-866-1101

Package Options:

	Diamond	Platinum	Gold	Silver
Package Costs (\$US)	\$7,500	\$5,000	\$3,500	\$2,500
General Advertising/Promotional Benefits				
Use of IAATI Corporate Partner Logo	✓			
One email blast to the entire membership sent by IAATI on your behalf	✓			
Advertising on IAATI website (includes placement of logo and link to website and link to your company website)	12 months	6 months	6 months	3 months
Inclusion of company profile in <i>Auto Theft Today</i>	✓	✓		
Opportunity to have any company specific training material (videos, publications, PowerPoint presentations, reference guides, links to website tools, etc.) included in the Member's only area of the IAATI file library.	✓	✓	✓	✓
Annual International Training Seminar Benefits				
Seminar Banquet Sponsor	✓			
Break Sponsor		✓		
Complimentary tickets to the Annual Training Seminar	4	3	3	2
Complimentary tickets to the President's Reception	4	3	3	2
Complimentary tickets to the Seminar Banquet Dinner	4	3	3	2
Exhibitor Booth 8 x 10	✓ Double booth	✓	✓	✓
Electricity to exhibitor booth	✓	✓	✓	✓
Signage	✓	✓	✓	✓
Wi-fi	✓	✓	✓	✓
Logo and contact information published in seminar handbook	✓	✓	✓	✓
Inclusion of company logo and links to your website in the IAATI Mobile Seminar App	✓	✓	✓	✓
Entry to nightly networking Hospitality events	✓	✓	✓	✓
Opportunity to present to the delegates during the 'Sponsors Presentations' session	✓	✓	✓	✓
Opportunity to include promotional material in Seminar delegates registration packs	✓	✓	✓	✓

Corporate Partner Registration Form

To register for the IAATI Corporate Partner Program please complete this form and return it with payment to:

John Abounader
Executive Director,
International Association of Auto Theft Investigators (IAATI)
PO Box 223
Clinton, NEW YORK 13323

via Email: jvabounader@iaati.org or via Fax: 315-883-1310

Company Name:

Contact's Title..... First Name:.....

Contact's Last Name:

Contact's Email address.....

Contact's Phone number:.....

Company Postal Address:

.....

.....

Level of Corporate Partnership (please tick one box)

Diamond \$7,500

Platinum \$5,000

Gold \$3,500

Silver \$2,500

Payment options include check, money order or credit card (Visa, Master Card, Discover and American Express). All payments must be in U.S. Funds.

Type of Credit card: Visa Master Card Discover American Express

Card Holders Name:

Credit Card Number:

Expiry date: Security Code:

Signature: Amount: \$..... (US Dollars)

Notes: Corporate partners will be responsible for supplying high quality versions of any company logos, advertisements or artwork and any company urls they wish the logos to link to, by the requested deadlines. Where possible, it is recommended that companies provide multiple versions of their company logos such as transparent versions, reversed versions so it may be used on a range of different backgrounds.